CYCLE NEWS®

November 11, 1987: Number 44

(Outside the U.S. $2.25) $1.50

Impression: Suzuki GSX600

The return of the Katana

Test: Norton Rotary Road Racer

Over 750 road racers vie for titles at Daytona!

PDC 0 74470 17605 3 48

America's motorcycle newspaper

In the WIND

BY PAPA WEALEY

The Bureau of Land Management will reconsider issuing AMA/District 37 a five-year permit for the annual Barstow-to-Vegas desert race, beginning with the 1988 competition, according to BLM Needles Resource Area Manager Everell G. Hayes. A five-year permit beginning this year had been under consideration, but was dropped by the BLM after a District 37 official ordered unauthorized grading on a portion of the course which passes through the East Mojave Scenic Area. "We will look at a five-year permit again in 1988, but will move this section of the course outside of the East Mojave Scenic Area," Hayes said. Since the 4.9-mile section of the course that was graded has been part of the B-to-V course since 1983, BLM California Desert District Manager Gerald Hillier admitted, "The trespass was in an already-impacted area and no areas of critical environmental concern or wilderness study areas were involved." He added, however, "It did happen without authorization and. . .we are very concerned that similar actions not happen in the future." The BLM ordered District 37 to pay $1800 in damages to a reclamation fund for the California desert, and will require the District to "rehabilitate" the course immediately after the race. The rehabilitation probably will involve reseeding the area with native plant species.

David S. Marshall, a political expert for the National Rifle Association, recently lauded motorcycle/ATV groups for allying themselves with other organizations to oppose S7, U.S. Senator Alan Cranston's (D-California) 1987 California Desert Protection Act. "S7's dead and has been for a month," Marshall said October 29 in Los Angeles, California, while speaking to the American Coaliation of Outdoor Recreation Publishers (ACORP), an association of motorcycle/ATV journalists. "There's no way it can move. We (NRA officials) know where everybody stands on that issue and they don't have the votes. You've put together a hell of an alliance. They (Cranston and the Sierra Club) were overwhelmed by the opposition. Your coalition has stepped on a lot of toes. Cranston's in it up to his neck and he can't figure out how to get out." The proposed Desert Protection Act, which was written by the Sierra Club, would close most of the California desert to off-road riding. Despite Marshall's assurances, S7 is sitting in committee and could be considered again next year.

Larry Roeseler (Kaw) captured the overall victory at the Bad Mountain AMA National Championship Enduro in Lucerne Valley, California, November 1, although results are unofficial. Roeseler dropped 12 points, beating series points leader Kevin Hines (KTM) by two. Third place went to Randy Hawkins (Hus) followed by Ed Arnet (Hon) and Dave Bertram (Hus). If these results stand, then Hines will unofficially wrap up the AMA National Championship Enduro Series.

Frederick Wilson Lagerquist III, president of the Triumph International Owners Club and British International Owners Club, died of a heart attack on October 25 in Atlanta, Georgia.

The AMA has finalized plans for a 600cc National Championship Dirt Track Series in 1988. The new class will be open to Junior and Expert riders, and races will be held either in conjunction with Grand National Championship events or run separately. When the two classes are offered on the same program, Experts will be allowed to enter both divisions, while Juniors may ride in the 600cc class only; at the end of the 1988 season a Junior National Champion will be crowned based on results from the 600cc series. All 600cc Nationals will be held on mile, half mile, TT or short track courses. The structure for non-National races in 1988 will remain the same as in 1987.

An In The Wind item in last week's issue erred in stating that Kevin Schwantz won both the Superbike and 500cc classes during the Fuji Sprint road races in Fuji, Japan, on October 25. Schwantz did win the Superbike class, but the 500cc class was canceled due to poor weather conditions.

The Fuji Sprint road race in Japan was marred by the death of Canadian road racer Tom Walther; Walther was involved in a multiple-rider crash during practice on Friday, October 23.

Only twin-cylinder motorcycles will be legal for mile and half mile racing during the 1988 AMA Grand National Championship Dirt Track Series, according to revised AMA dirt track rules. As in the past, both twins and 600cc singles will be allowed in Grand National TT races and 600cc singles only will be permitted in Grand National short track events.

The AMA has established new minimum-weight rules for all dirt track machines to be used in 1988 National and Grand National races. Four-valve twins (read that Honda RS750s) must weigh 320 pounds or more while two-valve twins (read that Harley-Davidson XR750s) must weigh at least 300 pounds. All 600cc singles must weigh 230 pounds or more. All weights will be measured with gas tanks removed.

A new engine claiming rule will go into effect January 1, for all AMA professional dirt track races. The rule will allow competitiors in any Pro class to claim the engine assembly — including carburetion, ignition and exhaust systems — from the motorcycle that wins the event. Claiming prices will be: Expert twins, $15,000; Expert singles, $6000; all Junior twins and singles, $6000; Pro/Am singles, $4000. Additional details of the new claiming rule are still under consideration.

The AMA will continue to require manifold restrictor plates at National and non-National events during the 1988 professional dirt track season; restrictor plate specifications have not been changed.

The minimum weight for superbikes competing in AMA Superbike Road Race Series/Camel Pro Series events next season will be reduced by 10 pounds, to 380 pounds, according to new rules established for 1988 by the AMA. Minimum weight for motorcycles competing in the Pro Twins division will remain at 320 pounds. Allowable overbore for superbike engines will be .040 of an inch per cylinder and maximum wheel rim width will remain 5.5 inches.

The Enduro Riders Association is holding its 40th Anniversary Banquet, Saturday, November 14, at the Scioto Downs Penthouse in Columbus, Ohio. For more information contact Debbie Cox at 619/272-2672.

Northern California's Scott Gray (Suz) won the Willow Springs Motorcycle Association's (WSMA) Formula USA Championship with his win on November 1 at Willow Springs International Raceway in Rosamond, California. Gray topped defending champion Earl Roloff (Yam) in the championship when Roloff finished third in the race. Second place in the race and third in the championship went to James Domay (Suz). According to track owner Bill Huth, Gray set a new motorcycle track record on Friday, November 30 when he turned a 1:26.33 on his Yoshimura Suzuki. Randy Mamola held the old record on a RG500 Suzuki GP bike.

The AMA Pro Twins Grand Prix and Modified Production road race classes will be run as separate races whenever possible during 1988. During a typical weekend of National road racing, plans call for the Modified Production class to run on Saturday (with a payback of 35 percent of the total Pro Twins purse), and the Grand Prix division to run on Sunday (with a 65 percent payback of the Pro Twins purse). AMA Experts and foreign riders will not be allowed to enter Modified Production class races in 1988.

The Illinois legislature recently approved HB0612, an off-road vehicle registration act which requires owners to register all motorcycles and ATVs (including competition-only models) and pay a mandatory $15 per year fee. The new law also includes several ATV/off-road riding safety provisions: Riders must wear helmets and eye protection when riding on public lands; all off-road motorcycles and ATVs must be equipped with U.S. Forest Service-approved spark arrestors; children under 10 years of age will not be allowed to ride on public lands; children between 10 and 12 may ride, but only under direct parental control; and riders between 12 and 16 may ride under parental supervision.

According to the AMA, the higest attendance for an AMA National Championship MX in 1987 was a rounded off figure of 12,000 spectators in Mt. Morris, Pennsylvania; the lowest was 2,000 spectators in Denver, Colorado. Supercross's highest attendance was 70,315 in Anaheim, California; the lowest was 18,246 in Seattle, Washington (the second day of a doubleheader; combined Seattle total was 46,753). The average Supercross attendance was 35,094; outdoor National motocross was 6,750. Average Supercross purse was $31,171; National motocross was $22,000.

AMA statistics show that the highest attendance for an AMA Grand National Championship Dirt Track Series race in 1987 came at the May 3 San Jose Mile where approximately 18,000 fans paid to watch the action. The lowest paid attendance for a Grand National dirt track race came at the Ascot Half Mile on April 11 when 5,180 fans showed up to view the Saturday afternoon program. Average attendance for the 18 races on the schedule was 10,902, while attendance for the year was 196,230. The average purse at National dirt track events in 1987 was $41,417; $745,500 in purse money was paid out during the year.

More race fans viewed the Daytona 200 than any other motorcycle race in the nation during 1987, according to the AMA. Year-end figures show that 88,000 fans caught the action on Daytona International Speedway's tri-oval, which was in sharp contrast to the 2000 fans who watched the least-attended National road race of 1987, the inaugural running of the Memphis National at Memphis International Motorsports Park in Tennessee. Average attendance for

(Continued to page 4)

The 1988 Beta TR34 Replica trials bike is, according to importer Cosmopolitan Motors, an exact replica of the bike used by Spaniard Jordi Tarres to win the 1987 Observed Trials World Championship. Improvements include a new clutch, new Dellorto carburetor, lighter front hubs, new disc protectors, new aluminum silencer, better airbox protection, improved seat/tank mounting, and an adjustable rear brake pedal. The '88 260cc TR34 is five pounds lighter than the '87 model.

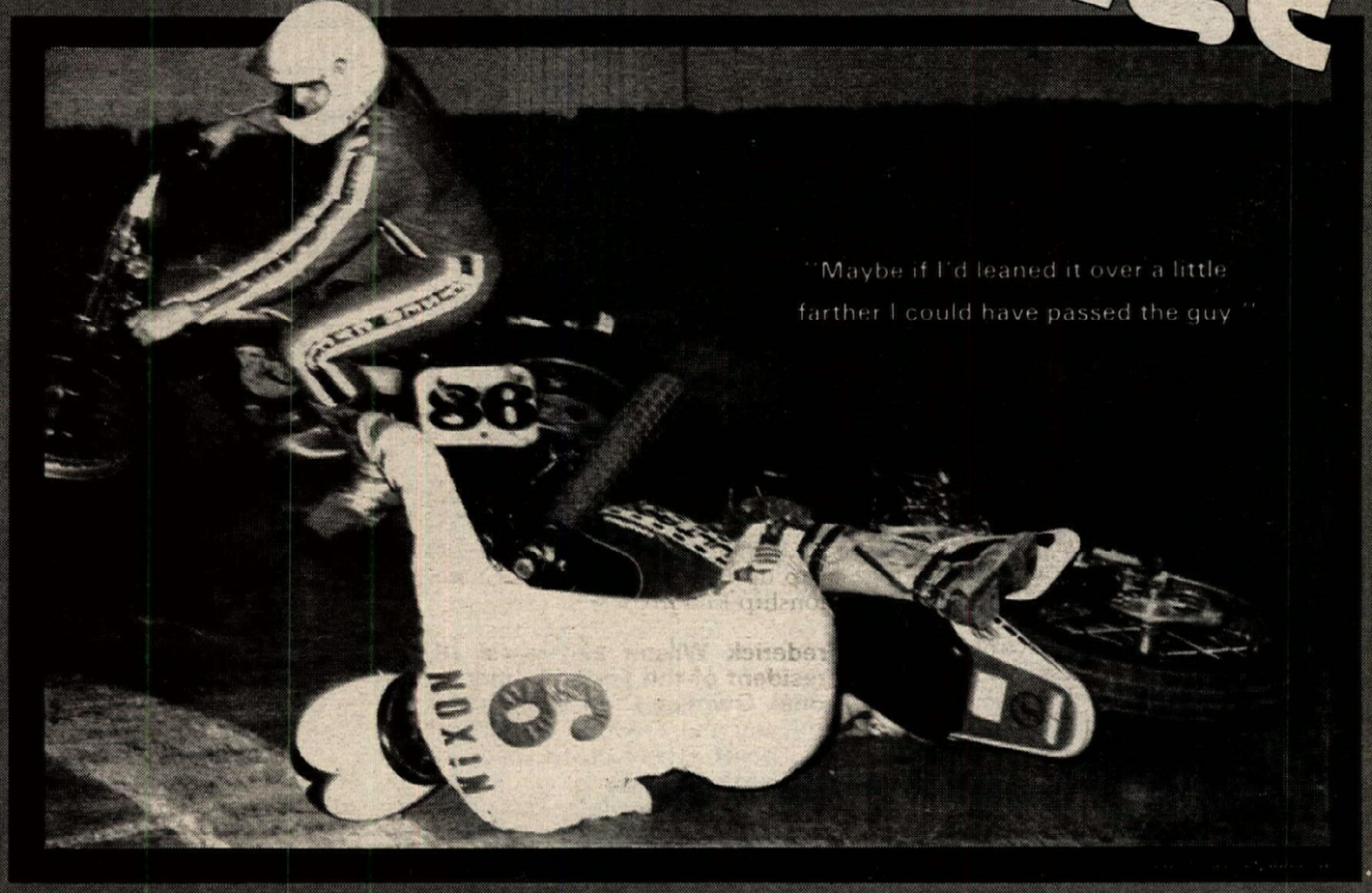
CYCLE dreams

That I ran off and joined the circus atop a mighty Cagiva Elefant.

It was a sultry day when the sky seemed tented over with some vast and stifling cloth. My head throbbed; I needed change, something to shout about. I knew all the roads and, in them at last, seemed forever to have lost interest. Same with the off-roads, all the backland hills and old deserts and drywashes blended in stale indifference. I craved new adventure! Then I remembered what it was like in the most exciting of places — The Big Top — how The Circus was when I was a tyke full of questions about those fierce and spectacular lives down in the rings or suspended so high up it made me squirm and look away. But now! Now I was grown and about to be part of it, by God! Perched on the saddle, I reared back on my knobby and roared, proclaiming my presence. The caged lions, themselves feeling supreme, broke and charged. I gassed it hard, wheelied, and came in behind them, flying off a ramp way over their heads and into an orbit of precision plumed horses. We performed stunningly to the audience cheers. And when I gazed out into the lights, trying to see past the dream, I saw instead a grassland plain somewhere in Africa — and a herd of wild elephants moved like an army. I was amongst them, on mine, my Elefant. The ground shuddered and shook when the big fellas ran, but I was up, and holeshot, leading their thunderous charge. This was new! I was ancient and free and bloody-well invincible, lost from all traces of civilization — only me and my big white four-stroke. Under the Equator's sun, at a remote spring where trunks waved and sprayed, I realized why the circus elephant shrieked its anguished cries. And when I looked up again, the lamps were once more behind the crowd, this time spotlighting the trained bear trying to do doughnuts on its scoot. Sensing the primitive call, I wanted to lead the animals away: my Elefant and I became the Pied Piper. I went and I rode and am riding still, dreaming the wild side of life that allows you, always, to be the beast again. Born free.

William Edgar

Over the edge



"Maybe if I'd leaned it over a little farther I could have passed the guy"

Copyright Page 3 Productions. From an idea by Carol Sims

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BPA Consumer Audit Division Membership Applied For December 1986.

ON THE FRONT PAGE: Paul Carruthers on the new Suzuki GSX600 Katana at Riverside International Raceway. See Katana riding impression on page 8. Photo by Kinney Jones. Plus action at the AMA/CCS sprint races at Daytona. See page 12. Photo by Randy Marrs.

voices

Not a beauty contest

About truth in advertising . . . I refer to the Shoei ad on page 21 of your October 21 issue. Don't you think that "Second Runner Up" is a rather convoluted way of saying Lawson came in third? After all, the GP (road race series) is not a beauty contest and I think this wording actually belittles Eddie's fine accomplishments.

Also, I think it is a bit much to list the victories in which Eddie was wearing another brand of helmet (Bell).

ROGER B. WESTON
Arai Helmet, Ltd.
Tenafly, NJ

Godspeed, Tom

It was with great sorrow that we received the news of the death of our friend Tom Walther at the Fuji Speedway in Japan.

Tom was a very personable fellow. He was always willing to offer assistance in any way he could. His help was always invaluable, whether it was to do things like build seating for track spectators, or to offer sincere advice to help you improve your riding.

To me, Tom epitomized the qualities of a racer we all strive for. He was a good sportsman, a fierce competitor, and an all-around good guy. I think the only thing that could have possibly exceeded his desire to win was his God-given talent and his love for racing.

Tom started racing the same year I did, in 1983. Over these past few years we had watched him become very successful and all of us here at Westwood had become very proud of him.

We have all lost a friend. He will be sorely missed.

Godspeed, Tom.

RANDY SAUNDERS
President
Westwood Motorcycle Racing Club
Surrey, BC, Canada

Recover lost vigor

As a 16-year AMA member I am very pleased to see that appropriate political pressure has brought Senator Danforth to his senses on the Motorcycle Safety Act of 1987. The power wielded by the uninformed millionaires we call Congress can be frustrating when you happen to be this week's target.

We can only lament the AMA's inaction on the ITC tariff in 1983. If they had thrown their weight around several hundred jobs and millions of dollars could have been saved. Hopefully the industry will be given a chance to recover its lost vigor without future government interference.

KEVIN H. PARK
Tarzana, CA

Memorable race

I would like to thank Ron Dillon and the rest of the Dirt M.C. for organizing a memorable National Hare & Hound on October 25 in Murphy, Idaho. Although the course was altered from last year's and it had not rained for three months, the event was a welcome change from local District 37 racing.

With one National Hare & Hound left in this year's series, I encourage people to take the time and money to support it. If the next one is anything like the last two I have been to, it should prove to be well worth the trip.

SCOTT NICOLITZ
Whittier, CA

Racing in the Northwest

C-N-S Racing of Arlington, Washington, sponsored the majority of racing here in western Washington at a time when it was rapidly declining. Mrs. Dale Cottet, her husband Jim, son and entire family worked tirelessly to put on well organized, safe, and exciting programs. It's these devoted people who will keep the sport going and growing here in the Northwest. I would like to publicity let them know that we, the racing community, appreciate them.

LARRY CLARK
Olympia, WA

L.A. off-road park

I would like to thank all who attended the public meeting for the Whitney Canyon proposed OHV park and Rowher Flat proposed new OHV facilities on October 20 in Valencia, California. We heard from the area homeowners, OHV users and industry spokesmen. The meeting was a success.

Some of the highlights were: 1. Homeowners and OHV users are backing each other on the Whitney Canyon site. 2. Homeowners know we need a riding area. 3. Horse riders are also interested in the proposed site and would aid in policing the park.

This is a big step for OHV users. This is the first time we have gotten support from the area homeowners. For me it was nice to know that the homeowners, Jim O'Neal, Hal Sangunetti, Phil Davy and Greg Barbacovi all spoke on behalf of the OHV users and I spoke as an industry spokesman.

Riders, the Whitney Canyon site is very impressive. Start getting involved. We have been heard now and we have to back it up.

If you would like any info on Whitney Canyon, which is 10 minutes from the San Fernando Valley, you can write to: Dorothea Park, County of Los Angeles Dept. of Parks and Recreation, 433 South Vermont Ave., Los Angeles, CA 90020, or call 213/738-2961.

Please express your concern. This time we have a shot!

LARRY NASTON
AXO Sport
Valencia, CA

Senator Danforth — on our side

Senator Danforth (R-Missouri), a member of the United States Senate Committee on Commerce, Science and Transportation, sent the following letter to Department of Transportation Deputy Secretary Jim Burnley on October 8. Danforth, who authored and then abandoned the Motorcycle Safety Act of 1987 that called for a performance limitation on motorcycles, is obviously pointed in the right direction now. Thanks, Senator Danforth . . . Editor.

The Department of Transportation (DOT) is currently reviewing the effectiveness of various state and community programs eligible for highway safety grants under 23 U.S.C. Section 402. I urge you to restore motorcycle safety as one of the National Priority Program Areas.

Motorcycle safety was a priority program area until 1982. At that time, DOT ruled that 402 funds would be granted to the states for motorcycle safety projects only if the states could show a demonstrated need. As a result, state spending on motorcycle safety projects went from $3.98 million in Fiscal Year (FY) 1981 to $395,000 in FY 1983.

There is a need for the government to reorder its priorities to emphasize motorcycle safety. Your notice of proposed rulemaking points out that motorcycle crashes account for more than 11% of all motor vehicle fatalities. Moreover, in recent years fatal motorcycle crashes have represented an increasing percentage of all motor vehicle fatalities.

Local governments can use 402 grants to improve motorcycle safety in a number of ways. For example, states can improve their licensing of motorcyclists. License exam standards vary from state to state and a number of states do not sufficiently test the skills of applicant riders. Enforcement of licensing laws must also be improved. Safety research indicates that close to one-half of the motorcyclists involved in accidents do not have a license to operate a motorcycle.

Licensing efforts can establish a minimum level of operating skill, but the states can also use 402 grants to supplement these programs with rider education and safety instruction programs. Other important efforts include programs which promote driver awareness of motorcycles and alert riders to the dangers of alcohol.

It is time for DOT and others to increase their efforts to improve motorcycle safety. I urge you to take the important step of reestablishing motorcycle safety as a National Priority Program Area.

JOHN C. DANFORTH
United States Senate
Washington, DC

Wind

(Continued from page 2)

the nine AMA/Camel Pro Series Road Races was approximately 33,000, while total attendance was about 297,000. The average purse at a road race National was $90,611; $815,500 in purse money was paid out during the year.

Gary "Gig" Roach (Kaw), from Bellpre, Ohio, was the overall winner of the Wiseco AMA/AATVA Grand National Cross Country round in Tarentum, Pennsylvania, November 1. Second place went to Stan Lojak (Yam) followed by Scott Summers (Hon).

The final round of the Wiseco AMA/AATVA Gran National Cross Country Series will take place in Mt. Morris, Pennsylvania, November 8, instead of in Summit Point, Virgi-

nia, originally scheduled for November 22.

The proprosal given to the AMA to eliminate the 500cc class in National motocross competition has been shelved for further study, according to the AMA.

President Ronald Reagan recently approved the elimination of import tariffs on foreign-made motorcycles with engine displacment above 700cc. Reagan's approval came after the U.S. International Trade Commission advised Reagan that early termination of the import tariff would have no significant economic impact on the domestic motorcycle industry. The import tariff-rate quota began on April 15, 1983 to allow Harley-Davidson to regain its competitiveness. It started at a 45 percent rate and was to have phased down to 10 percent by April 16, 1988.

The Pro Riders Benefit Fund reports that Don Mackey Cadillac-Oldsmobile of Tucson, Arizona, has donated a van to Danny Chandler. The van is equipped with the hand controls that are necessary for Chandler to operate it with. The only thing it is lacking, according to PRBF's Penny Nicolai, is a lift. "We're hoping that we can raise $4000 for the lift as soon as possible," said Nicolai, "because Danny needs one to get into the van." Chandler, the only rider to ever win both motos of the Motocross des Nations and the Trophee des Nations, was paralyzed in a race accident several years ago. Donations should be sent to PRBF, 14024 Sylvan St., Van Nuys, CA 91401.

The District 14 Enduro Banquet will take place on Sunday, December 6, at the National Guard Armory in Owosso, Michigan. Keynote speaker is former World Champion Jeff Smith. For more information, call Virginia Hunt at 517/322-2237.

BMW's boxer twins return in 1988 after a three-year period that saw the West German manufacturer produce only their in-line four-cylinder and three-cylinder street bikes and the dual purpose twin-cylinder R80GS. The R100RS and the R100RT will sell for $7750 each. Four-cylinder models will continue in the form of the K100RS, K100RT and K100LT and three-cylinder K75S and K75C models will also be available in '88. Photos and specs of the '88 BMWs will appear in next week's issue.

The November 24-29 Florida Mini Olympics will offer contingency prizes from three manufacturers. Honda has posted $14,400, Kawasaki $13,500, and Yamaha $48,640, all in the form of product awards. The Florida Mini Olympics will once again take place at Gatorback in Gainesville and the promoter says motel rooms are at a premium due to the fact that the Florida vs. Florida State football game will take place on Saturday, November 28, in Gainesville. SuperSports has booked motel rooms in the area and information on how to obtain one for your stay is available by calling 813/822-8929.

APPOINTED: Dave Banes by American Motorcycle Institute to the position of director of racing and industry relations; Banes'

(Continued to page 17)

LOJAK Wins NATIONAL HARE SCRAMBLES CHAMPIONSHIP With SPECTRO OILS

SPECTRO Sponsored, TEAM HUSQVARNA Rider, ED LOJAK Took First Overall In the Devil's Ridge National Hare Scrambles To Clinch The Overall National Hare Scrambles Championship For 1987.

CONGRATULATIONS ED!

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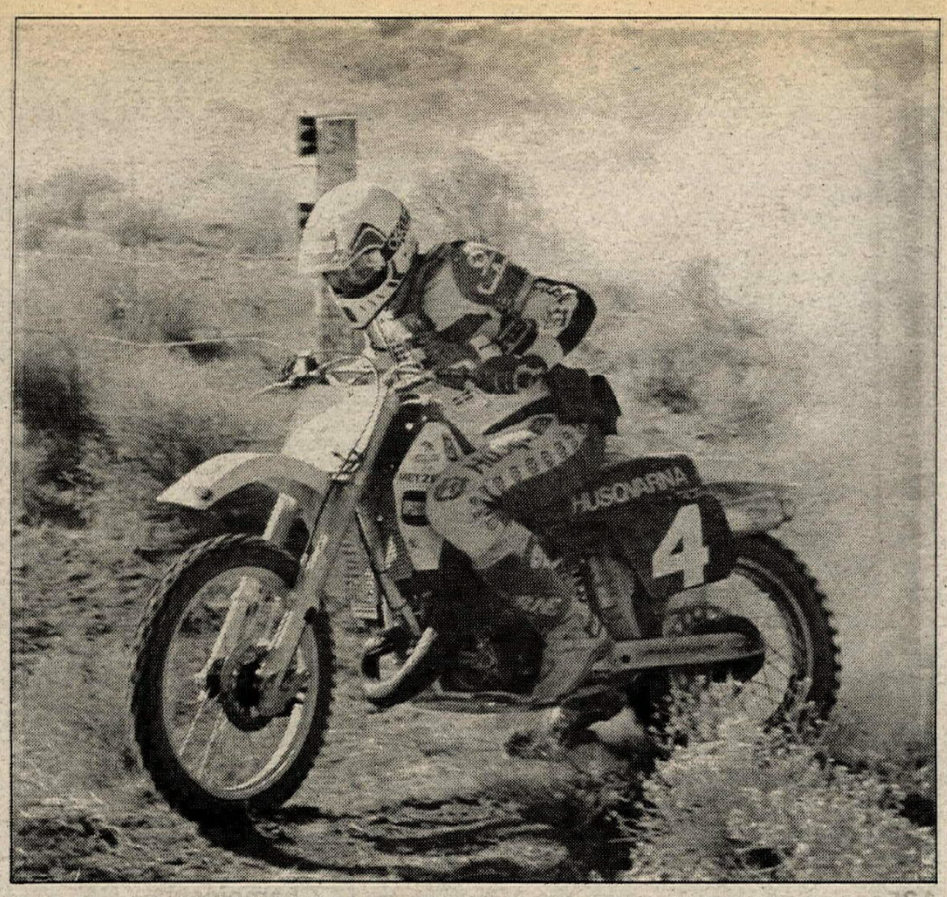
TEAM GAMMA WINS

Jeff Atwell and Frank Slaughter raced the TEAM GAMMA Suzuki GSX-R to 1st O/A in Round 13 of the WERA National Endurance Series at Summit Point, WV, October 17.

TEAM GAMMA Relies on KAL-GARD Lubricants, METZELER Tires and SHOEI Helmets to get them into the winner's circle.

KAL-GARD METZELER SHOEI

Team Husqvarna's Dan Smith took the overall win at the Rabbit Creek Hare & Hound to wrap up his second consecutive National championship.



Garth Sweetland, Smith's Husqvarna teammate, powered home to third place, finishing less than 30 seconds behind Smith.

AMA National Hare & Hound Championship Series: Round 8

Smith claims win, title in Rabbit Creek H&H

By Anne & Tom Van Beveren
Photos by Tom Van Beveren
MURPHY, ID, OCT. 25

In one of the closest finishes of the National series thus far, Team Husqvarna's Dan Smith streaked in to grab the overall win in the Rabbit Creek Hare & Hound, finishing less than half a minute ahead of his nearest rivals.

After 100 miles of tight, technical racing, Smith took the checkered flag just 10 seconds ahead of Honda privateer Paul Krause. Smith's Husky teammate, Garth Sweetland, finished in third another 20 seconds back.

"That was tough," Smith said after the race. "I led all the way around but they were right behind me the whole time. I think the biggest lead I ever had was about 55 seconds and even then I could see the dust coming up behind me."

Smith's win marked his fourth in the nine-round series. When coupled with second, third and fourth place finishes in other rounds, the victory earned the AMA's 1987 Amateur Athlete of the Year his second National Championship in a row.

"The series was a lot closer this year than it was last year — they really gave me a run for my money this time around," said Smith. "For a while there I was wondering if I could pull it off. I'm glad it's all sewn up now because that takes the pressure off, and, of course, I'm really happy about the way everything turned out."

The Idaho round of competition, which was organized by Dirt M.C. and sponsored by Smith Goggles, Scott Goggles and Western Power Sports, was held near the small town of Murphy, about 50 miles southwest of Boise. The race drew a smaller field than some of the more central events in the series, but what the event lacked in quantity, it certainly made up for in quality. The racing was fierce as all the big guns turned out for their second-to-last shot at earning National points, and the three-loop course laid out by Dirt M.C. provided plenty of challenging riding.

"It was a National-caliber race, that's for certain," said local hotshot Curtis Dice. "It was tougher than our usual races out here — they really made it hard on us today. And the competition was something else — you can't get any tougher than these boys."

An unusual 73-day drought made for dusty conditions when the banner dropped for the 10:30 a.m. start, but that did not slow down the hard-charging Smith. The California ace shot into the lead right off the start and was soon making the most of dust-free running at the head of the pack.

As the racers made short work of the brush-littered, virgin terrain of the bomb run and leaped into the first sand wash that headed for the hills, it was Smith, Sweetland and then Krause racing with only 12 seconds between them.

Local rider Dan Lees powered through in fourth overall, with last year's almost-winner of the event, Ron Naylor, pushing hard in fifth. Ron Wehr was out in front of the 250cc division in eighth overall, just inches in front of last year's overall winner of the event, Shawn Gerber.

Just getting to the starting line had used up most of Gerber's good-luck allotment for the race.

"I blew my gear box the day before the race so I thought it was all over for me," the Utah racer said. "We were in a motel in town that night and a local guy called Phil White found us clear over in Caldwell at 10 o'clock. He had a brand new 500 Cagiva and he gave me the whole lower end off it. The guys from L & M Racing opened up their shop and changed it for me and my bike was ready again about 12:30 this morning. Without the lower end I was done and I just can't thank those people enough. They did all that for me and they didn't even know me."

The 37-mile first loop was described as "fast, flat and sandy," by course marker Wayne Kingslien, but riders at the tail end of the field had other opinions.

"That was a lot of hard work and it certainly isn't a four-stroke loop," said Woman Novice Nicole Boulanger, who took two and a half hours to complete loop one on a Honda XR200. "There were some neat places out there, like really tall ruts lined with trees, but most of it was pretty tough. By the time I got out there the silt was really deep and I had a lot of trouble. If that was the fast loop, I'd hate to see the technical loop!"

The loop was no picnic for the frontrunners either. The 37-mile "fast" loop took an hour to complete and saw Smith thunder into the pits just 17 seconds ahead of Ron Naylor's Can-Am. Krause was moving strongly in third, just 30 seconds back from Naylor, with Sweetland and Wehr not far behind.

Lees stormed out of loop one in sixth overall but excessive speed through the pits and ignoring the "walk your bike" signs at the road crossing going into loop two disqualified the high-placed rider, letting round six winner, Jim Thompson of Colorado, take over the number six spot.

Local hotshot Jeff Miller was putting in the ride of his life. He had the Coors Extra Gold Honda out in front of the 125cc division in seventh overall at the first pit, while southern California's Dan Dawson, on a Kawasaki, led the Vet division in eighth overall.

The technical terrain of the second loop slowed the riders to a near crawl and saw the frontrunners average just 25 mph for the tough 25-mile section.

"The loop runs out towards the Snake River and we have some neat stuff out there," a spokesman for Dirt M.C. said. "They have to make it through the 'Skateboard Park' which is deep and twisty with really tall sides, go up the 'Wall of Death' which is nearly vertical, and then there's the 'Murphy Freeway,' which is miles and miles of whoops. It's a tough second loop, that's for sure."

Riding in first and second gear much of the way, Smith was pushing hard to stay out in front and was enjoying a relatively trouble-free ride. Back in second, Naylor's old and decrepit Can-Am was deciding what to break in this race and the hard-charging rider was forced to pull over with mechanical problems yet again before the half-way point. Thompson's promising charge up through the pack was also cut short halfway through loop two.

"I was crossing a wash in the dust. It was so thick I couldn't see a thing, and whammo, I hit a big rock," Thompson explained. "It was just bad luck, but I hit it so hard I got a flat back tire and a flat front tire and I think my forks are gone too. There wasn't much point in staying in the race after that."

As the grueling technical section came to an end and the racers began the wide-open drag race back to the pits, Smith had opened up 45 seconds on second place. A rapid performance by Smith's pit crew had him back on the gas after just 20 seconds,

Coors Extra Gold rider Jeff Miller finished sixth overall and first in the 125cc Expert class to claim the 125cc National Championship.

Honda rider Paul Krause took second overall. He finished a mere 10 seconds behind leader Smith in one of the closest finishes of the series.

Husqvarna-mounted Scott Morris collected eighth overall, second in the 250cc Expert class, to clinch the 250cc National title.

and he was on his way out into the 31-mile final loop, that ran around the outside of loop two, as second placed Krause came into view.

Sweetland powered through less than 30 seconds behind Krause and it was clear that the battle for the win was far from over.

"I was in the middle of a Husky sandwich," Krause said. "We were really close all the way around and at one point all three of us were about five feet apart. I could almost reach out and touch both of them. We'd get really close through the tight stuff but once we got back on the roads it was all over. It was so dusty you couldn't get a chance to pass."

"Those roads saved my butt," agreed Smith. "They'd be right on my tail at the end of the tight stuff and if it wasn't for all the dust, I would've been in trouble as soon as the course opened up."

Back in fourth, more than three minutes behind the lead trio, rode Open Expert Curtis Dice, who had rocketed up from ninth overall during the rugged second loop. Wehl was still out in front of the 250cc field in fifth overall, but a rear flat cost him valuable time in the pits and brought the series 250cc point leader, Scott Morris — who made up four places in loop two — ever closer.

Miller was still leading the 125cc division an amazingly high sixth overall, with his nearest competition coming from Rick Dooms, on a Honda, three and a half minutes back in 10th overall. Dan Dawson still dominated the Vet field in seventh overall and further back in the Vet pack, a desperate battle was waging for the series point lead between California's Wayne Carlton, on an M-Star, and Utah's Steve Pitts, riding a Can-Am.

Out in front of the field, Smith, Krause and Sweetland were still fighting it out for the overall win as the final loop drew to a close. The hard-charging trio was on the gas right down to the wire and Smith took the win by a mere 10 seconds.

"Gee those guys rode hard," said Smith, who is sponsored by Cagiva/Alpinestar/Golden Spectro/Metzler/Arai/Gold Belt/F&L/Scott/HRP/Z Racing/Ascerbis. "They were right there the whole way and I thought I was going to lose it for a while in the last loop. I started to get sick, but I knew I didn't have time to stop and throw up because they were all over me, so I just slowed down a bit and did it."

"I had a great time. I just wish I could've seen where we were going," said Krause, who is backed by Spectro/Shoei/Hallman/Renthal/Ascerbis/Escondido Honda/Showa/Smith Goggles. "This is one of the best National courses we've had."

"Some of those cow trails were pretty interesting," said Sweetland, who brought his 430XC in to claim third. "Cows don't walk very straight so the trails twisted all over the place and I don't think any bikes had been over them before either.

"They did a good job with the course," said the Arizona ace, who thanked Cagiva, Spectro, Metzler, Dirt Unlimited and Husky Products, "and I'm happy with my finish. I missed three races when I got hurt, but with a good finish in the next round I should be back in the top 10 when the series finishes."

Curtis Dice brought his CR500 in six minutes behind the leaders to claim fourth.

"It was fun — definitely technical and it kept you on your toes the whole way," said Dice. "My only problem was that I got a bad start and was about 15th at the bomb. The dust was pretty tough to get through."

An all-out battle for fifth raged throughout the final loop between Vet leader Dawson and 125cc leader Miller.

"I was trying to catch him since half way round loop two," Dawson said after sliding across the finish line just a few feet ahead of Miller. "The younger guys can fly through this stuff but when you're a Vet and you get in the dust you have to turn it off. I chased him forever and finally got him when he overshot a turn."

Carlton took advantage of arch rival Pitts' early flat to steal second in the Open Vet class in 14th overall, with Pitts taking third Open Vet in 17th overall and Boise's Joe Woods taking the Vet 250cc win just one place behind Carlton.

Miller's sixth overall gave him an easy win in the 125cc division and sewed up the 125cc Championship for the Coors Extra Gold/Duralube/Scott-sponsored rider.

"I got lost once in the second loop, but apart from that I didn't have any problems at all," Miller said. "The course was neat considering what they've got to work with up here and this is home turf for me, which made it even more fun."

Second in the 125cc class went to local Honda pilot Dooms, who finished 10th overall despite going down in a multi-rider tangle on the starting line.

The first 250 to cross the finish line was Nampa, Idaho's Wehr, who brought his brand new CR250 home in seventh overall and narrowly edged out series 250cc points leader Scott Morris.

"I got two flats — one about 10 miles out on loop two and the other one about half way round the third loop," said Wehr. "But apart from that I had a good race."

Las Vegas Husky pilot Morris finished just seconds behind Wehr to take second 250 and sew up the overall series win in the 250cc division.

"I got a two-kick start and was back in 20th at the bomb, so I spent the whole race trying to work my way up again," Morris said. "I'm happy with my finish and I'm really happy about winning the National series. That sure feels good." Morris thanked EP Performs, Sportsman Cycle, Cagiva, Duralube and Grandsport.

The third 250 to cross the finish line was a Husky piloted by Reed Bright, while the first Super Senior to take the checkers was Preston Gerber, who came in 21st overall on a Kawasaki KX250. •

Results

O/A: 1. Dan Smith (Hus); 2. Paul Krause (Hon); 3. Garth Sweetland (Hus); 4. Curtis Dice (Hon); 5. Dan Dawson (Kaw); 6. Jeff Miller (Hon); 7. Ron Wehr (Hon); 8. Scott Morris (Hus); 9. Shawn Gerber (Cag); 10. Richard Dooms (Hon); 11. Reed Bright (Hus); 12. David Rhodes (Hus); 13. Alan Peterson (KTM); 14. Wayne Carlton (M-S); 15. Joe Woods (Yam); 16. K. Bundy (KTM); 17. Steve Pitts (C-A)

OPEN EX: 1. Dan Smith (Hus); 2. Paul Krause (Hon); 3. Garth Sweetland (Hus).

250 EX: 1. Ron Wehr (Hon); 2. Scott Morris (Hus); 3. Reed Bright (Hus).

125 EX: 1. Jeff Miller (Hon); 2. Richard Dooms (Hon).

VET OPEN EX: 1. Dan Dawson (Kaw); 2. Wayne Carlton (M-S); 3. Steve Pitts (C-A).

VET 250 EX: 1. Joe Woods (Yam).

S/SR: 1. Preston Gerber (Kaw); 2. Randy Lindsey.

125 NOV: 1. Jim Dranow (Hon).

250 NOV: 1. Scott Nicolitz (Kaw).

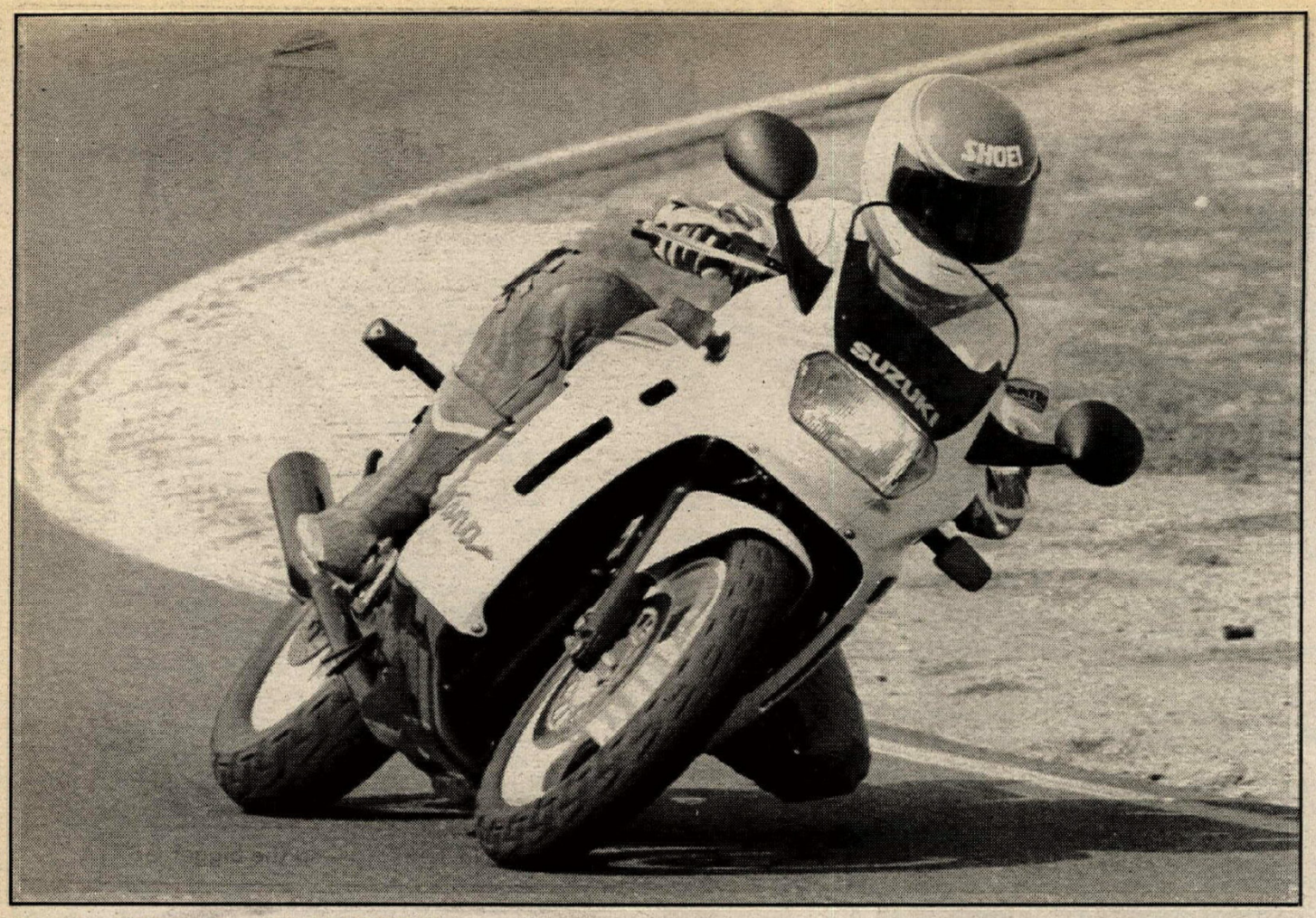
OPEN NOV: 1. Chuck Maddox (Hon).

250 AM: 1. Ken Kirkwood (KTM).

OPEN AM: 1. Rick Vogler (Hon).

ANTIQUE: 1. J. Lingar.

WMN: 1. Melba Lees.



New for 1988 is Suzuki's GSX600 Katana, the company's entry into the middleweight sport bike market.

Riding Impression: Suzuki GSX600 Katana

Suzuki's newest sport bike makes its debut

By Paul Carruthers
Photos by Kinney Jones

After seeing the competition bust the 600cc sport bike market wide open in 1987, Suzuki has hopped on the bandwagon for 1988 by introducing what is basically an infant GSXR — the GSX600 Katana. The all-new motorcycle was ridden by members of the press recently at Riverside International Raceway in California; the Katanas ridden were of the 49-state variety.

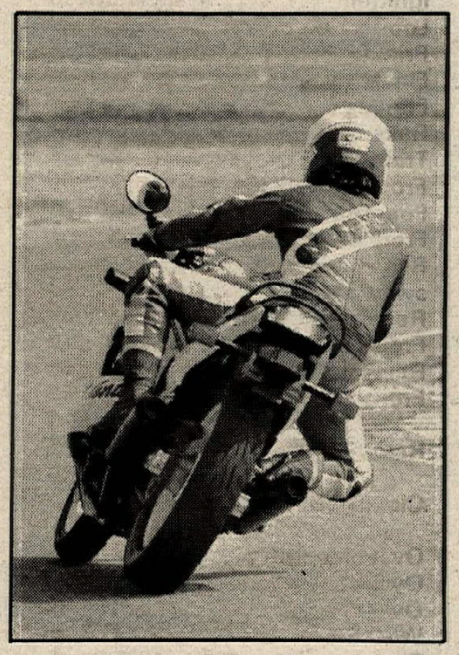
The GSX600 features a 599cc four-cylinder, 16-valve, DOHC, four-stroke powerplant which uses the same bottom end as the GSXR750. No, it isn't water-cooled, but instead uses the Suzuki Advanced Cooling System (SACS) to keep engine running temperatures mild.

The engine, with its 12,000 rpm redline, produces solid and smooth power throughout the revs. Being in the wrong gear isn't a cardinal sin on the Katana; it has the power to forgive and it doesn't fall on its face when you exit a corner in the wrong gear. It may not challenge the Honda CBR600 Hurricane on the race track, but it does produce usable power that will be an asset on the street. The 600 features a smooth six-speed gearbox that incorportates a helical gear primary drive; the Katana has a theoretical top speed of 144 mph.

A 5.3-gallon gas tank is featured on the 49-state Katana while the California model has a smaller, 4.8-gallon unit. Feeding the fuel to the engine are four 31mm flat-slide Mikunis.

The engine sits in a double-cradle, steel frame (unlike the 750 and 1100 which utilize aluminum frames) and uses Suzuki's Full-Floater rear suspension; the Showa rear shock has fully-adjustable spring preload. Up front, Suzuki has given the Katana non-adjustable, take-it-or-leave-it 41mm front forks. Overall, the Katana is a well-handling package and the larger forks definitely contribute. The 600 handled the rough Riverside track well, and although the rear end would bottom through some of the rough spots the front end remained relatively stable.

Stopping the Katana up front are two dual-hydraulic disc brakes; each with an effective diameter of 10.43 inches and an outside diameter of 11.6 inches. The front brake was the only peeve we had with the Katana; our bike's front brake seemed spongy and had to be pumped to prove effective. The solution to the problem may have been a simple system bleed. The rear system is anchored by a single-hydraulic disc with an effective diameter of 8.68 inches and an outside diameter of 10 inches.



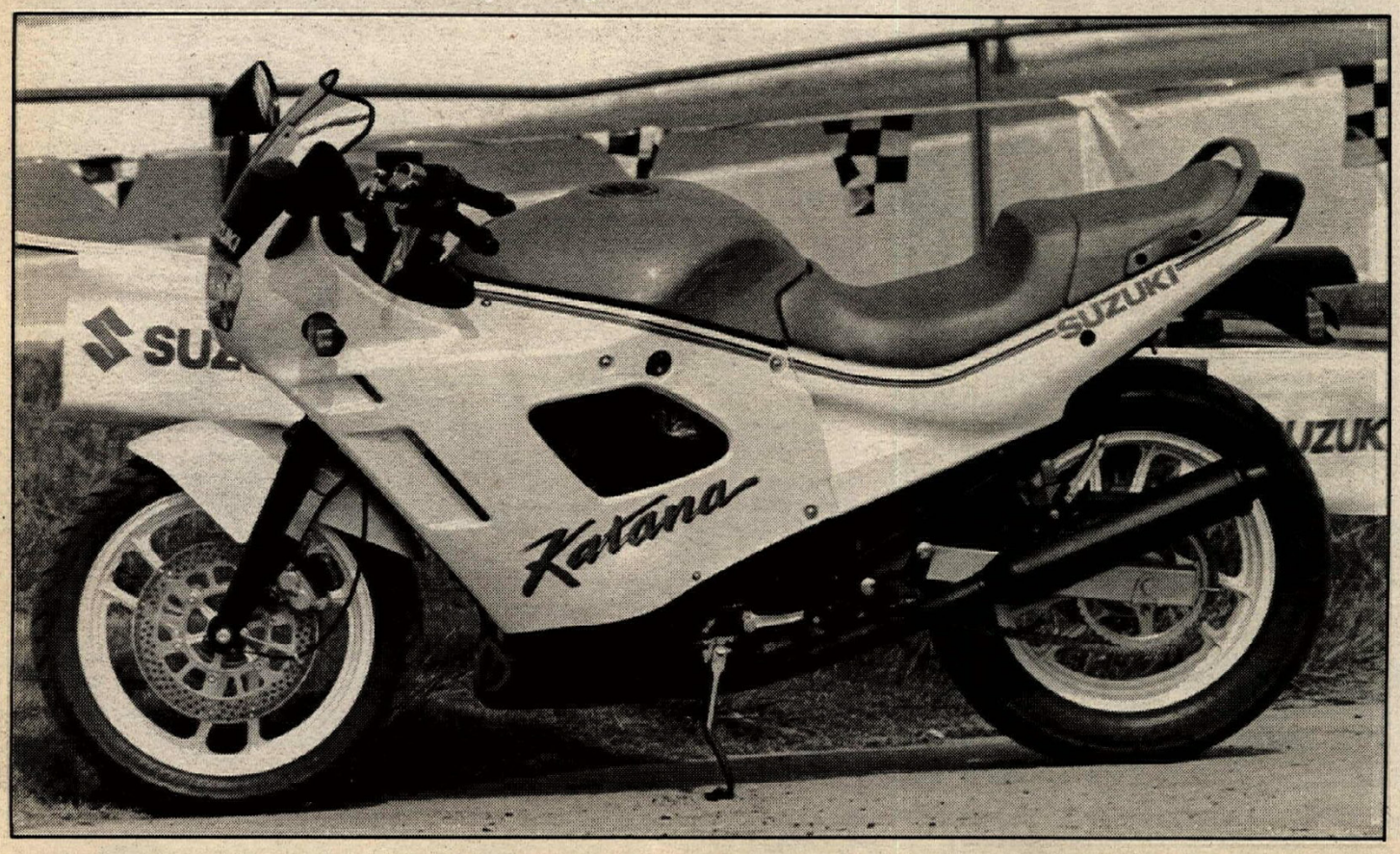
The Katana features 17-inch white aluminum alloy cast wheels with Dunlop K655s mounted to both. The Dunlops used are 110/80s on the front and 140/80s on the rear.

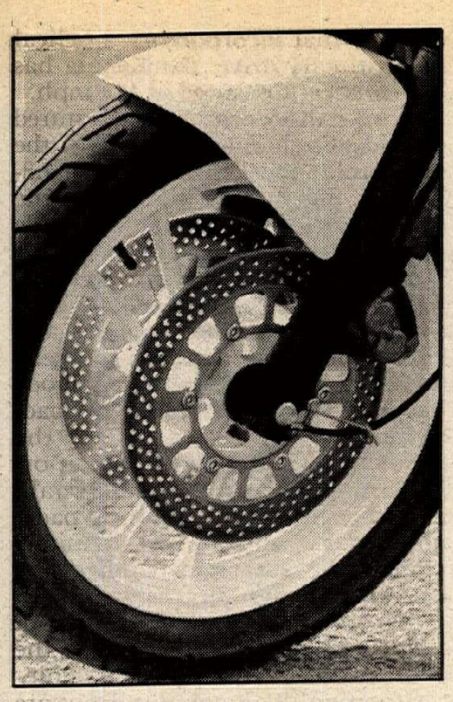
The 49-states Katana has a dry weight of 429 pounds and a wet weight of 475 pounds; the California model weighs in at 436 dry and 480 wet. The Katana is relatively heavy compared to the Honda CBR600 Hurricane which tips the scale at 396.9 pounds dry, and the Yamaha FZ600 which carries a dry weight of 410 pounds.

The Katana 600 feels a little long from seat to bars; when cornering, the sensation is that you're too far away from the front wheel. It warrants the feeling that you have to physically pull yourself forward. The wheelbase on the Suzuki is 56.3 inches, a full two inches longer than Yamaha's FZ600 and almost an inch longer than Honda's CBR600 Hurricane. The seat height (30.7) feels about right and is identical to the Hurricane.

The Katana 600 is available in two color combinations, blue/white and red/white, and will retail for $3999. The new bike will find its way onto the race tracks of America in 1988 as plans to include the little Katana in Suzuki's contingency program are in the works. •

The 600 Katana features a full-coverage fairing and comes in red/white or blue/white color combinations.



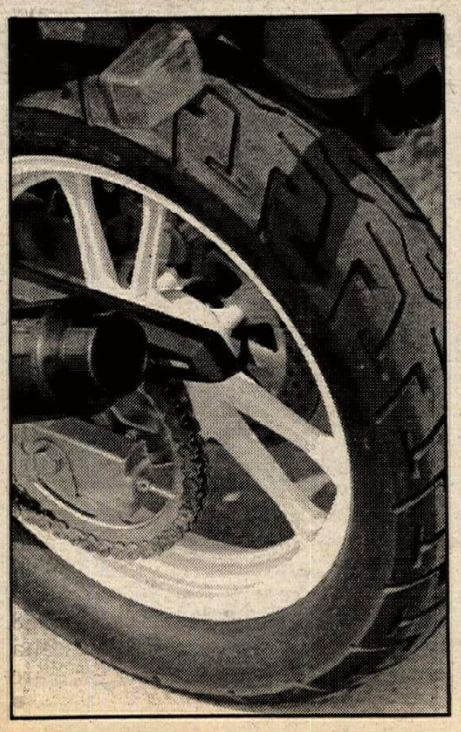


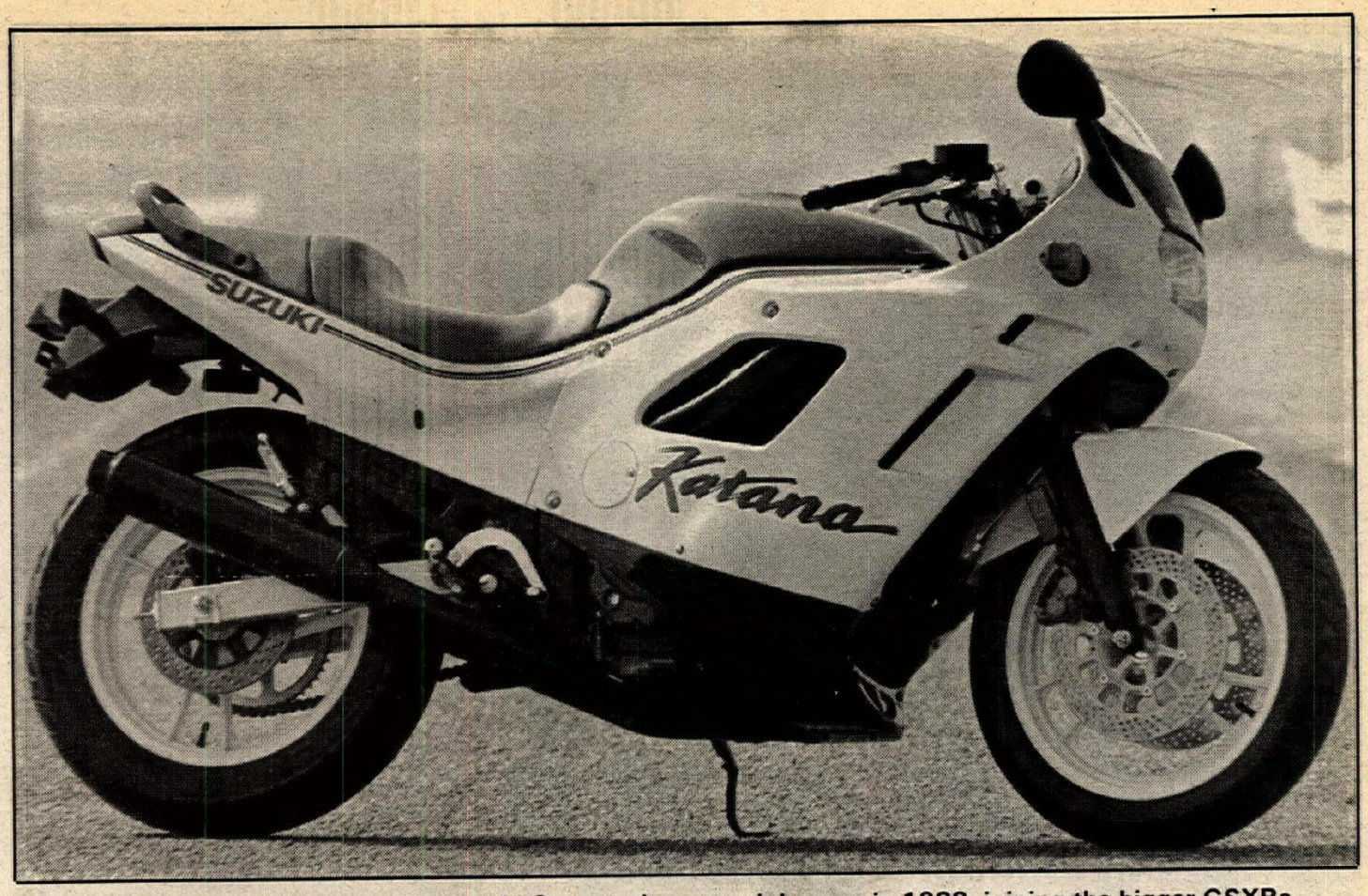
Dual 11.6-inch disc brakes are used up front on the Katana.

Suzuki GSX600 Katana

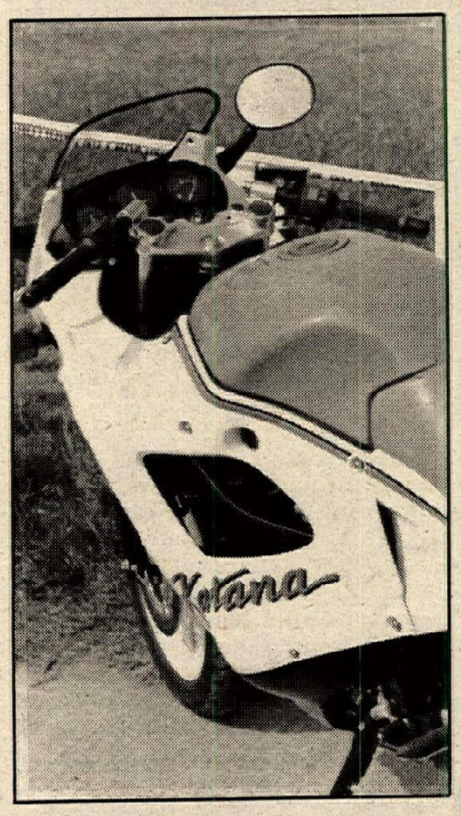
Engine type	air-cooled, four-cylinder, DOHC
Bore x stroke	62.6 x 48.7 mm
Displacement	599cc
Compression ratio	11.3:1
Carburetor	(4) 31mm Mikuni
Torque	6.1kg@9500 rpm
Starting system	electric
Ignition	transistorized
Lubrication	wet sump
Primary drive	helical gear
Final drive	chain
Frame	double-cradle, steel
Rake	24°
Trail	3.9 in.
Front suspension	telescopic fork
Fork tube diameter	41mm
Front wheel travel	5.1 in.
Rear suspension	single shock swingarm
Rear wheel travel	5.3 in.
Front brakes	11.6 in. dual disc
Rear brakes	10 in. single disc
Front tire	Dunlop K655 110/80-17
Rear tire	Dunlop K655 140/80-17
Claimed dry weight	429 lbs./ 436 lbs. (Cal)
Overall length	83.1 in
Overall width	27.6 in
Overall height	45.1 in
Wheelbase	56.3 in.
Fuel capacity (Cal)	5.3 gal./4.8 gal.
Ground clearance	5.5 in.
Seat height	30.7 in.
Colors	red/white, blue/white
Retail price	$3999

Dunlop K655s are fitted on 17-inch aluminum alloy cast wheels.

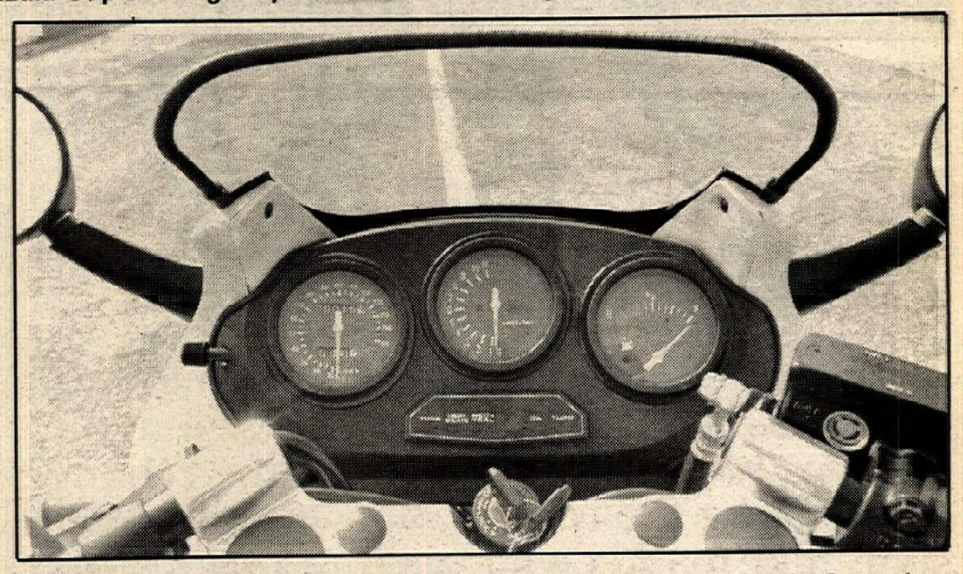




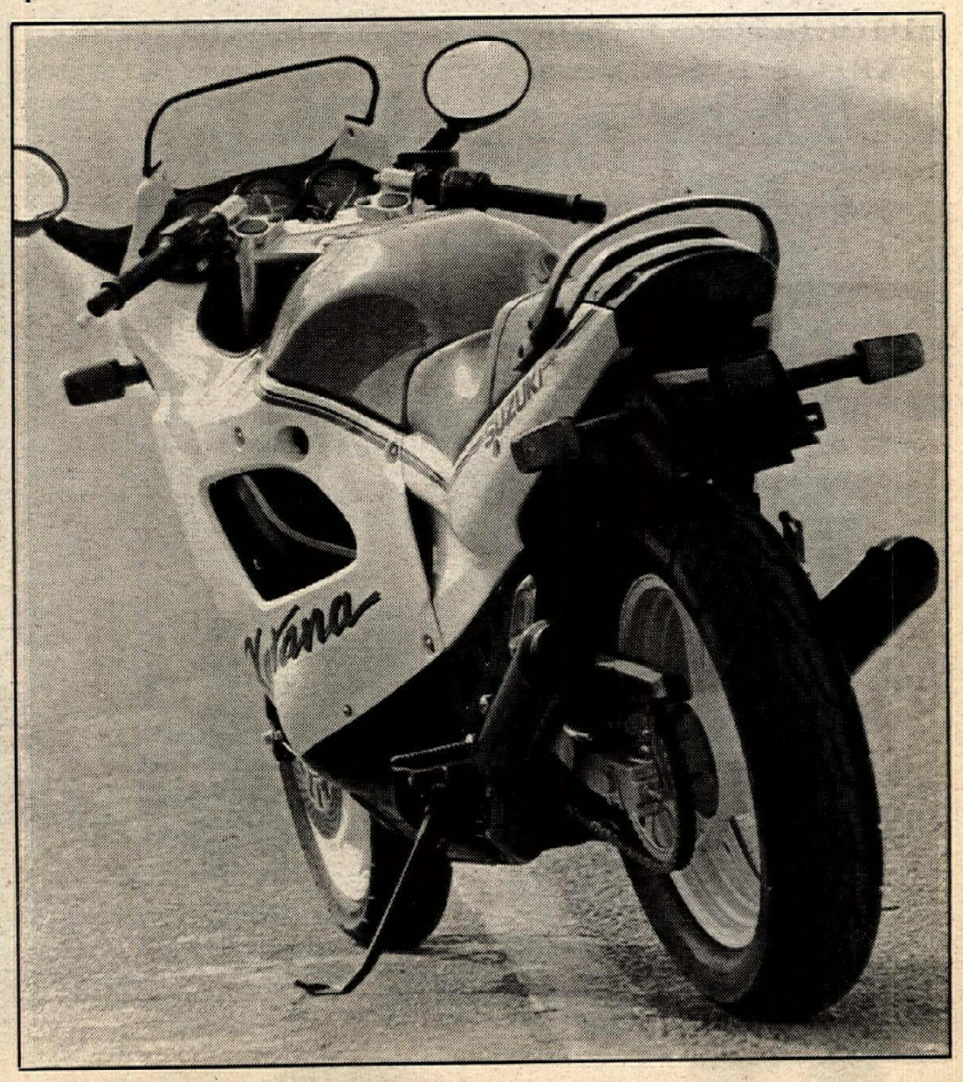
The 600 Katana will be featured in Suzuki Cup contingency club races in 1988, joining the bigger GSXRs.

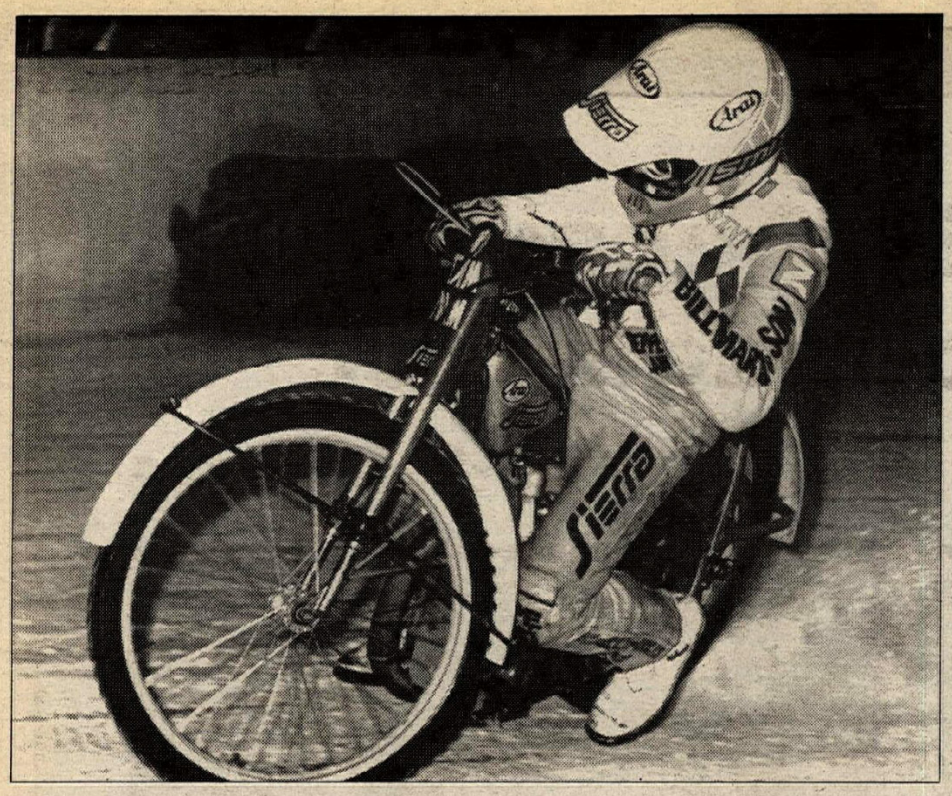


A center-stand will be offered as optional equipment on the narrow, 27.6-inch wide Katana.



The Katana's instrument panel is clean and functional, featuring speedometer, tachometer and fuel meter, plus indicator lights.





Steve Martin stopped Scotty Brown's win streak at five when he won the main event Saturday night in San Diego.

International Indoor Ice Speedway Championship Series: Round 3

Brown, Martin split wins in San Diego

By Scott Daloisio

SAN DIEGO, CA, OCT. 23-24

Round three of the International Indoor Ice Speedway Championship Series slid into the San Diego Sports Arena and for a change Ohio's Scotty Brown didn't win both main events. The 28-year-old copped the coins in the main on Friday night while Steve Martin took a hard-fought win on Saturday.

Brown and Martin faced a stiff challenge on the weekend from all the ice racing stars as well as National Speedway Champion Brad Oxley and 1984 number three in the world, Lance King. Both were making their first appearance on ice and both failed to make either of the mains. Oxley, after a nasty crash on his first lap on press day, came on and scored seven-and-a-half points on Friday and seven on Saturday and looked impressive.

Friday

Oxley rode with the newly earned number one on his back for the first time in event one on Friday. He was actually number 1X as Scotty Brown carries the number one on ice. After his press day crash, Oxley was a little bit cautious and was last out of the gate. Four laps later he had only advanced as far as third as Bart Bast scored a dominating win over West Germany's Stefan Elias.

Event two was a Scotty Brown benefit. He led the event wire-to-wire over Gene Woods and Robert "Kid" Curry. The only challenge to the series point leader came when France's Thiery Hilaire tagged him hard on the first lap. Brown kept on going while the Frenchman took a hard trip to the frozen surface.

Martin opened his weekend on a high note when he defeated Jeff Brown, and Czechoslovakia's Ales Dryml in event three, and the opening round closed when Tony Briggs beat George Lazor, Ken Pieper and Joe Kreisberg in event four.

Rob Pfetzing, after a fourth place finish in his opening ride, took event six over Elias and Jeff Brown. Brown continued with a win in event seven but the race was highlighted by a spectacular crash by Oxley. He had come from the back to second on lap one, then did a wheelie and when he came down he put on a spectacular air show. The rider was shaken but managed to walk off under his own power.

"When I came down the front fender got caught in the screws on the front tire and it just threw me," said the bewildered rider.

Martin and Bast ended the second round with wins and they, along with Brown, were tied for first with six points after two rounds.

In event 11 Brown took the lead at the start but while cruising at the head of the pack his motor stopped in turn one on the last lap. Elias streaked by for the lead and the eventual win while Martin got by for second. Lazor was nearly a lap down to Brown and when Brown's bike quit coasting, he got off and pushed it across the line to collect one point ahead of Lazor.

"It just shut off on me. I was lapping George Lazor and I heard a bike breaking up and I thought it was his. It shut off in turn one. I really don't know what the problem is yet. I pulled the plug out and it looked fine," said Brown.

Back on the track Oxley won his first ever ice race by over a half straight in event 12. Briggs took second and was still in the main event picture as he had seven points. Jeff Brown took a much needed win over Woods in event 13.

Brown celebrates his fifth straight win on Friday night.

After three rounds there was a log jam at the head of the pack. Northern California's Martin and Bast each had eight points. Scotty Brown, Elias and Briggs had seven each while Jeff Brown had six. A mistake by any of them would be costly in the fourth round.

Elias was the first of the contenders to make an appearance in the last round and it wasn't a good one. He finished third behind King and Curry in event 16.

Oxley made it two in a row with a win over Martin in 17. Martin's second place finish gave him 10 points and he was in the main. Brown ended his qualifiers with a win in event 18. Lazor and Dryml beat him off the line but Brown ducked under them in the first bend and moved away for the victory.

Event 19 featured a grinding crash. Bast was leading Jeff Brown and Briggs when they came off turn four. Briggs plowed into the leaders and all three riders slammed into the wall with Bast getting the worst of it. He was uninjured but his bike was destroyed. Pfetzing won the event over Jeff Brown and Bast. The one point for Bast gave him nine and he was in but Jeff Brown had to beat Elias in a runoff to make the main.

Scotty Brown, on the Shoei/JT Racing USA/Tom Bell Chevrolet/Quaker State/Justice Brothers Jawa, was looking to make it five mains in a row and he was coming off gate two. Bast, on Martin's back up bike, was off the pole with Martin in three and Jeff Brown in four. Referee Hank Gendusa tripped the gate and Bast rocketed into the lead just ahead of Martin, Scotty and Jeff Brown. Bast went wide in turn two and Scotty Brown swept under Bast and got Martin at the same time. Jeff Brown relegated Martin to third at the end of the first revolution. Once out front Scotty protected his advantage while Martin went down hard at the white flag and slumped against the boards. Starter Herb Spivey threw the checkered and it was Scotty Brown for his fifth main in a row. Bast was right on his rear tire for second with Jeff Brown taking third.

Saturday

Martin started out on the right foot when he defeated Lazor and King in Saturday's opening race. Pfetzing, looking more at home on ice with each passing race, won event two while Pieper was the victor in event three. Scotty Brown made his debut in event four and he was hooked up and won. Curry took the second place spot with Oxley third.

Brown was looking hot but so was Martin. He came right back in event six and posted his second consecutive win. Pieper was out second but Bast moved him out of the way and took the runner-up spot.

Event seven saw King gate the pack but Oxley swooped under him for the lead. One lap later King smacked the back chute wall and dropped to last. Oxley posted the win while John Grant took second.

Curry topped Pfetzing in event eight.

Brown defeated Dryml in event nine, and after two rounds Brown and Martin were tied for first with six points and they were looking head and shoulders above the competition on the night.

Martin's perfect night ended at the start of round three. He came off turn two on the first lap of event 11, smacked the back chute wall and broke his drive chain. Back on the track it was all Scotty Brown and his perfect night was marching on. Kreisberg claimed second with Woods third.

Bast won event 12 over Jeff Brown and Curry.

Pieper moved back into the hunt for one of the coveted top four spots when he beat Oxley in event 13 while Lazor won his only race of the weekend over Pfetzing in event 14.

Martin needed a win in event 16 and he got it when he passed Pfetzing on lap three for the victory. Event 18 went to Brown over Bast.

In event 19 the red flag came out. On the rerun Pieper led it all the way and went unchallenged to earn his ticket into the main event.

Pfetzing and Curry were tied on points and had to have a runoff. Pfetzing turned the tables and made his first-ever main.

In the main event Brown was off the pole but Pfetzing beat him to the first bend. Pfetzing then went wide and Brown shot under him for the lead. His lead didn't last long, however, as his bike sputtered near the end of the first lap, letting Martin and Pieper by. Brown's motor came back to life and he was on the charge once again but Pfetzing caught a piece of the pipe and rammed him in turn two on the second lap. Brown continued on but his bike again shut off on the back chute and he fell in turn three.

When Pfetzing clipped the pipe it ended up in the middle of the track. The next lap both Pieper and Martin ran over it and Martin was thrown into Pieper, who in turn smacked the wall and derailed his chain.

Martin had a big lead over Pfetzing over the last two laps while Pieper and Brown watched from the infield. The checkered flag finally came down and for the first time of the season the winner was Martin on his Sierra/EGO Investments/Mike Hubbard Const./Pepper Canyon/H&S Cycle Weslake. He then crashed on his slowdown lap.

"I hate to win them like that," Martin said. "That is about as wild as I have seen them but I will take them anyway I can. After my start I didn't even think I would be close. I ran over the pipe when it was on the track and damn near went down. I didn't know whether I should have stopped when the pipe was out there so I just kept going." ●

Results

FRIDAY

D-1: 1. Scotty Brown (Jaw); 2. Bart Bast (Wes); 3. Jeff Brown (Wes); 4. Steve Martin (Wes).

D-2: 1. David Perry (Wes); 2. Ed Castro (Wes); 3. John Hagen (Wes); 4. Mark Spivey (Wes).

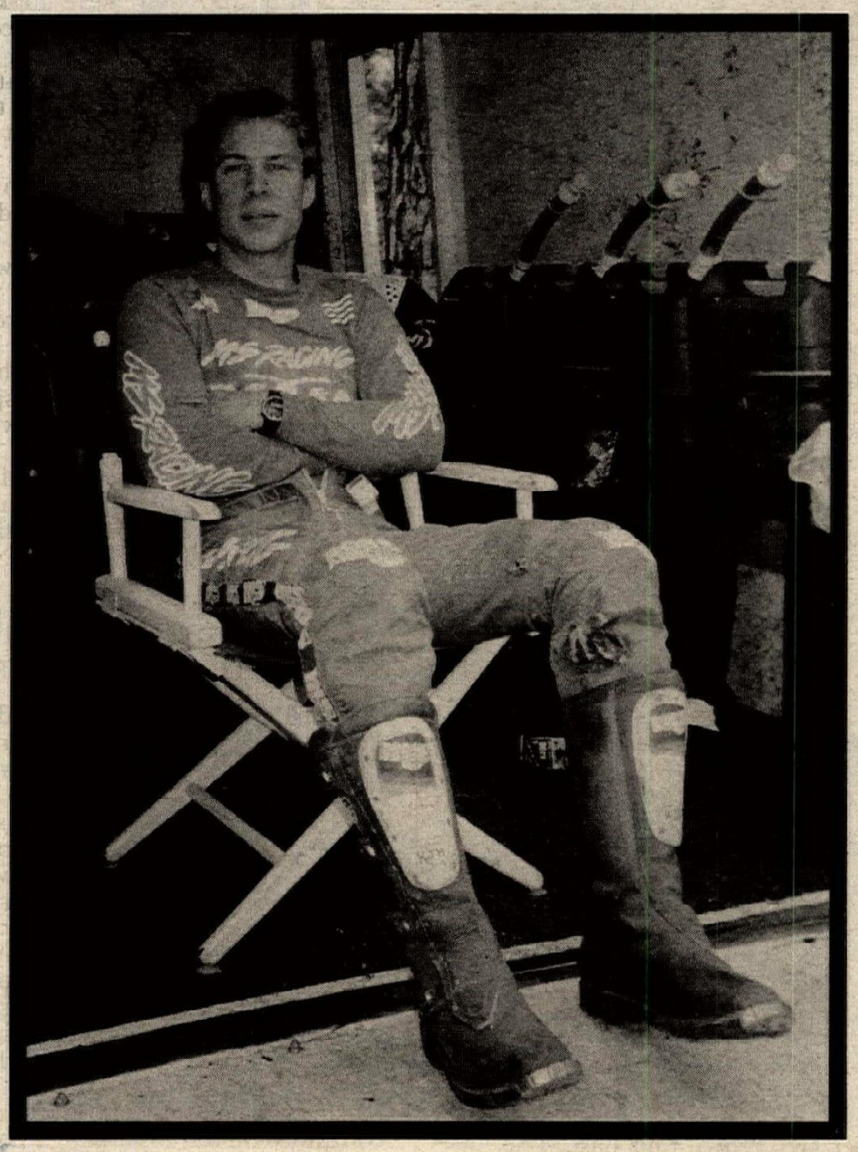
SATURDAY

D-1: 1. Steve Martin (Wes); 2. Rob Pfetzing (Wes); 3. Ken Pieper (Gdn); 4. Scotty Brown (Jaw).

D-2: 1. David Perry (Wes); 2. Ed Castro (H-D); 3. Charlie Venegas (Wes); 4. Shawn Reppart (Jaw).

"I like DIRT RIDER because it's a well-rounded magazine."

—Kevin Hines



PHOTOS: KAREN KIRCH

Name: Kevin Hines

Occupation: Factory enduro/hare scrambles rider, R&D consultant, KTM Motorcycles

Riding history: "My father bought my brother and me dirt bikes when I was about six years old, and that's really when I started riding. There's a very good Junior Enduro program in New England, and I began competing when I was 12. I used to race go-karts on the national circuit, so racing's always been in my blood. The reason I made the transition to dirt bikes is that you can ride them just about anywhere. I rode for the Husqvarna factory for two years and then was approached by KTM in 1985 to help them develop better enduro motorcycles."

Track record: "I was the runner-up in the National Enduro Championship in 1986; before that, I won the 500cc National Hare Scrambles Championship twice, was the 250cc New England Enduro Champion, and the 250cc New England Junior Enduro Champion. I've ridden four ISDEs, winning three bronze and one silver medal. Individual events I've won are the Blackwater 100 and the Alligator Enduro."

Magazine: "I like DIRT RIDER because it's well-rounded. Some magazines single out just one type of racing, but DIRT RIDER covers motocross, enduros, hare scrambles, every aspect of the sport. I also like the balanced tests it has. It uses a lot of different kinds of riders to test the bikes, and I think that's neat. The photos are always good and the color is excellent. . . it's just a high-quality magazine."

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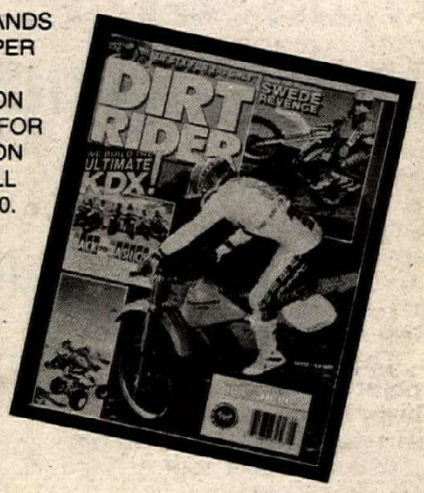
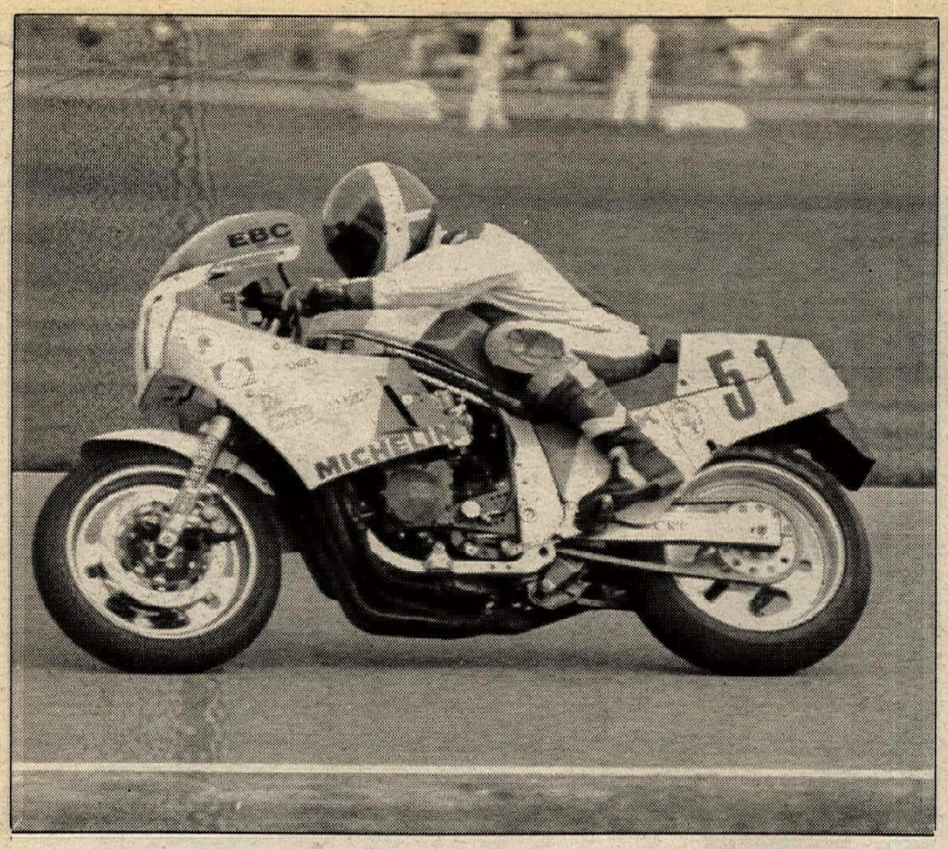
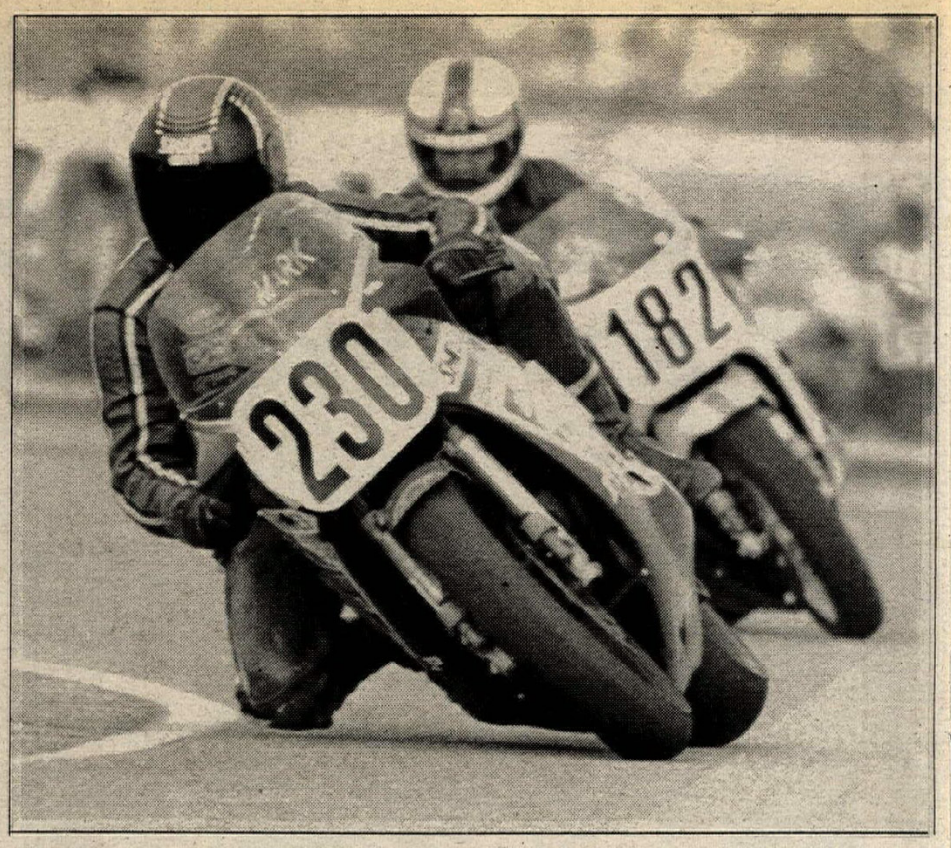
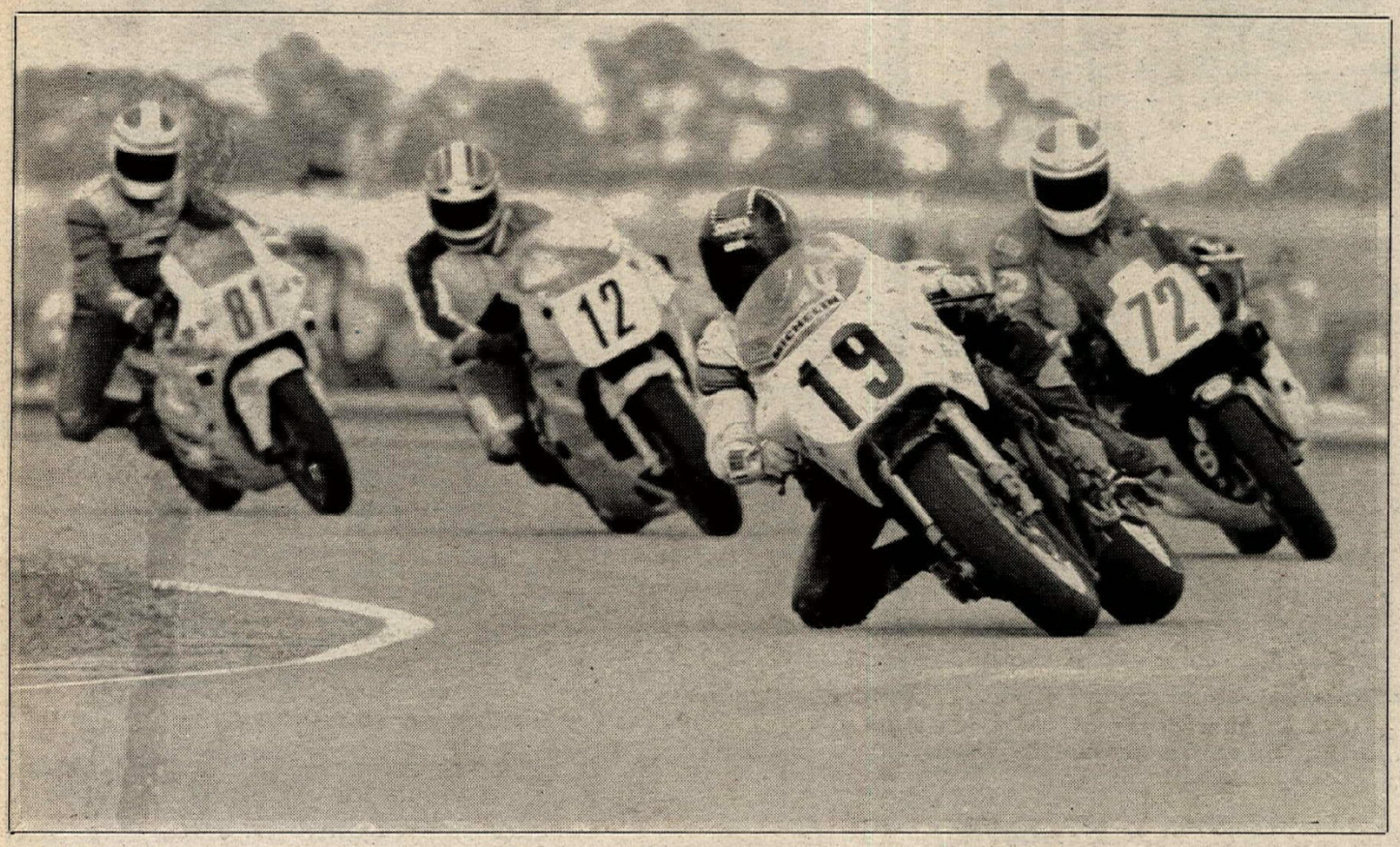




Team Hyper-Cycle raced to victory at the final round of the AMA Endurance Road Race Series, held at Daytona International Speedway.



Suzuki GSXR1100-mounted Bougas Racing (230) finished third in Daytona, while Bad News II (182) finished 28th overall.



High Tech Racing (19) took runner-up honors at Daytona aboard a Suzuki GSXR1100. Winter Park Road Racing (81) finished 35th overall; Team Visa (12) took 24th overall; and Team Mad Dog (72) collected 53rd.

AMA/Motoworld U.S. Endurance Road Race Series: Final round

Hyper-Cycle overpowers Daytona endurance field

By Randy Marrs

DAYTONA BEACH, FL, OCT. 25

Team Hyper-Cycle Racing won the 14th and final round of the U.S. Endurance Series, held today at Daytona International Speedway.

Carry Andrew teamed with Californian James Domay to win the final round for Hyper-Cycle, which gave the team two overall wins in 1987, fifth overall in the final series standings and fourth in the final GTO standings.

Hyper-Cycle completed the 250-mile endurance race in two hours, 30.37 minutes, completing 71 laps with an average speed of 100.685 mph. Hyper-Cycle beat second-place High Tech Racing by almost a full lap. Third place went to the Bougas Racing Suzuki GSXR1100; Suzuki GSXRs swept the top 10 places.

Second City Racing II, aboard a Honda CBR600 Hurricane, took the GTU win after early GTU leaders, Kayo Racing and Team UNO, crashed out of contention.

As was the case in 1986, the GTO title was decided by the time the series hit Daytona's high banks. Lockhart Racing's Larry Shorts and Dale Quarterley wrapped up the series in Riverside, California, during the next-to-last round.

The GTU class was also decided at Riverside. The Kayo Racing GTU team came to Daytona with the 600cc title and second overall in the series.

But the battles for second through fifth in both the GTO and GTU divisions were still up for grabs going into the final round. Only 294 points separated second-place Dutchman Racing from fifth-place Second City Racing in the GTO battle, and a mere 179 points separated Team UNO and Paul Smith Racing (1986 GTU champs) in the GTU class.

The race produced a total of five different leaders before Hyper-Cycle took over for good on lap 29 to lead the race to the checkers. Team Lockhart led the first four laps before retiring with a blown motor. Dutchman Racing led until lap 10, when they dropped out of contention with a series of pit stops to replace broken shifting linkage. Kayo Racing, another team that began the year with hopes of unseating Lockhart as the National Champions, saw their shot at a win go sour on the first lap when the Kevin Rantzell/Ron Ewerth GSXR1100 threw a chain, which ended their day.

A full grid of 80 teams were locked in for the start, with Lockhart on the pole; Dutchman, High Tech, South Florida, and Second City filled out the front row. Hyper-Cycle began their race on the last row of the GTO grid.

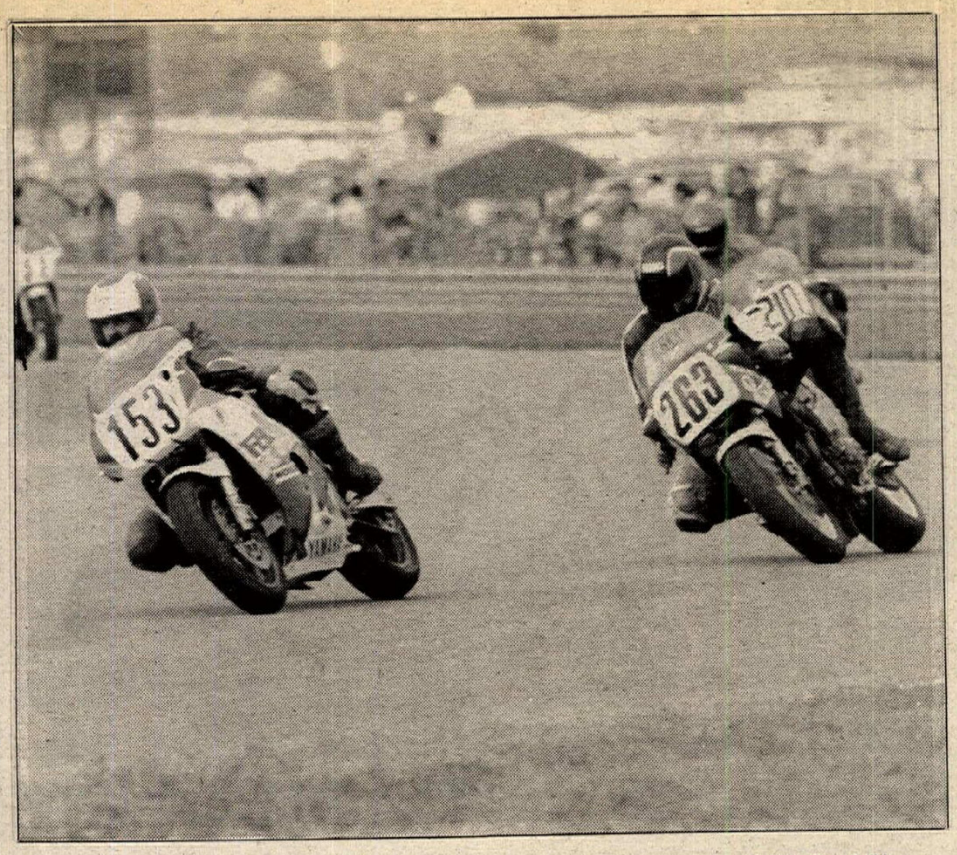
At the start it was Lockhart's Larry Shorts and Dutchman's Doug Brauneck leading the field. By the end of the first lap Shorts and Brauneck already had begun to separate themselves from the other 78 teams.

By the end of lap two, Lockhart and Dutchman had increased their lead over South Florida Racing. Second City Racing, High Tech Racing, Bougas Racing, Ski Haus, Hyper-Cycle, Mid-West Racing and ECHO Racing filled out the top 10.

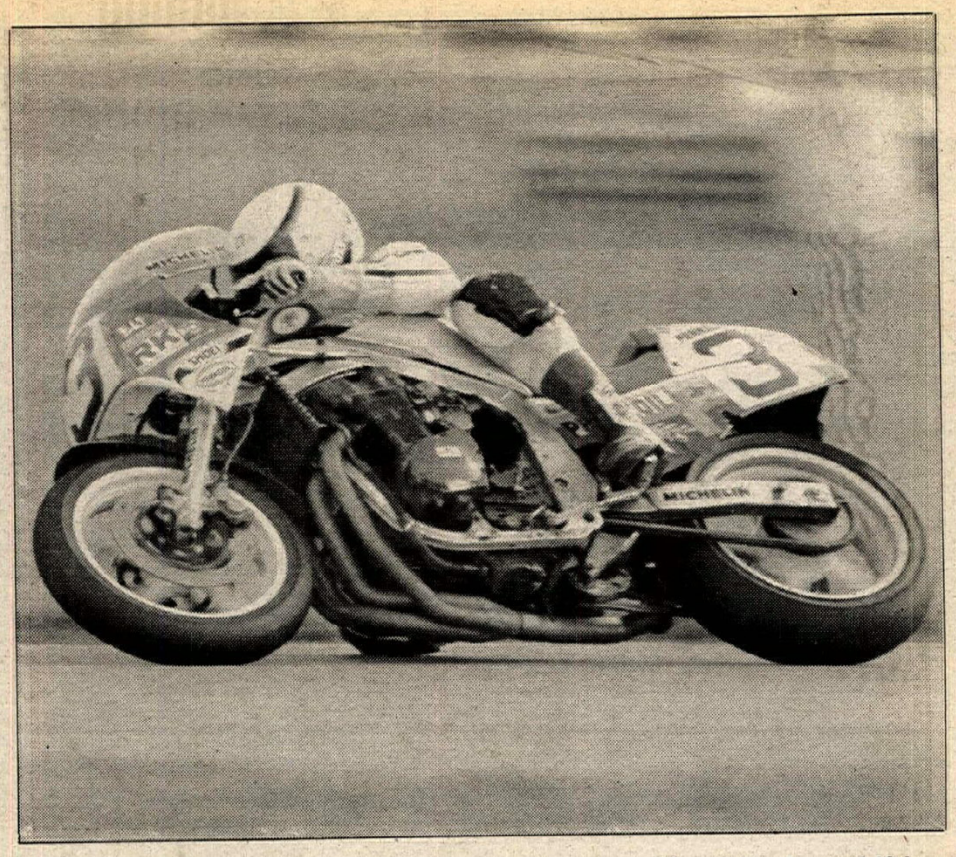
Lockhart's charge came to an end in turn six on lap five when their GSXR1100 broke a crankshaft.

With the Shorts/Quarterley duo gone, Brauneck moved the Dutchman Racing Suzuki into the point position and stretched his lead. The Ski Haus Yamaha FZR1000 of Dan Chivington and John Grush moved into second, while South Florida Racing, winners of round 12, dropped to third. Andrew moved Hyper-Cycle up to fourth, and High Tech held down fifth.

The GTU race was a scramble between Kayo Racing, Team UNO, Paul Smith Racing, and the Second City Racing II entry. Kayo Racing's Tommy Sloan and Donnie Rowe traded positions with UNO's Troy



Echo Racing (263) raced to fourth overall in Daytona, while Bad News (153) collected 31st and Kennedy Racing (210) finished ninth.



Dutchman Racing led in the early going but suffered broken shifting linkage on lap 10; the team eventually ended up fifth.

Sorenson and Adam Smith in the battle for the top spot.

On lap nine, Team Chiclets' Gordon Petschke crashed in turn five and dumped oil on the track. This set off a chain reaction of crashes with GP Cycles and Never Ready Racing crashing in the oil.

Petschke, who was covered in oil, said, "I must have been spewing it. I had no idea. We started the race late and my mechanic must not have got the oil line on right."

The crashes brought out the yellow flags and a pace car to bunch up the field for a single file restart. Officials were using a NASCAR Winston Cup Racing-style pace car for the first time in motorcycle road racing at Daytona; the field received the green two laps later.

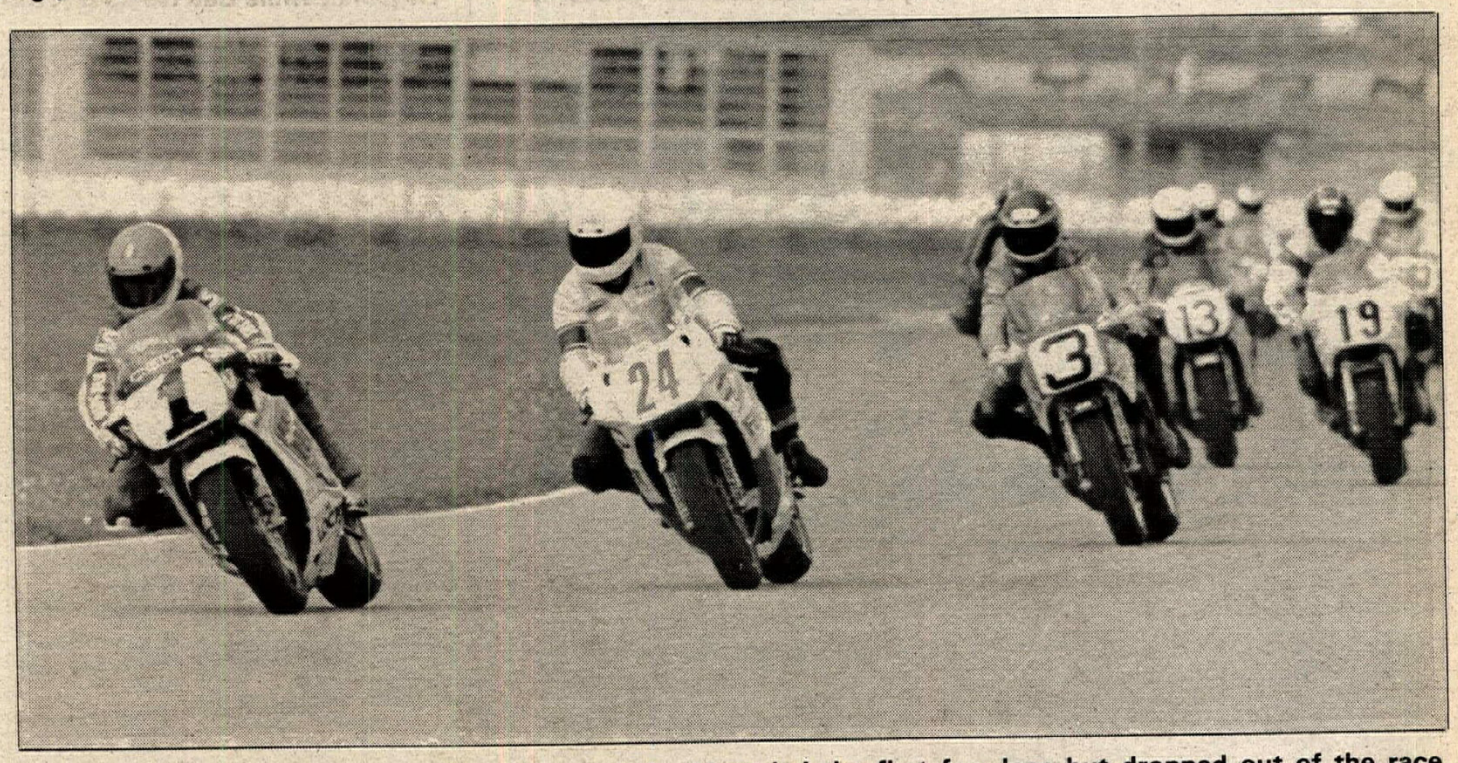
Brauneck was the next to retire, pitting the Dutchman Suzuki on lap 10 with a broken shifter. Taking over first was the Ski Haus Yamaha with Chivington aboard, closely followed by Andrew on the Hyper-Cycle Suzuki. Ski Haus led through lap 14 when Andrew moved into the lead.

After the restart, the Paul Smith Racing FZ600 Yamaha of Don Jacks and Paul Smith moved into the GTU lead as UNO and Kayo were caught way back in the field.

Andrew was turning in one of his best rides of the season, keeping Chivington at bay, until lap 23 when Hyper-Cycle made the first of their scheduled pit stops. Yamaha FZR1000-mounted South Florida Racing's Rick Shaw and Ken Stephens inherited the lead.

Domay took over for Hyper-Cycle and moved the team back into the lead on lap 28 when South Florida made their pit stop. At the end of 30 laps it was Hyper-Cycle, South Florida, Ski Haus, High Tech Racing, Bougas Racing, and ECHO Racing all on the lead lap with the Paul Smith Racing Yamaha leading GTU, running seventh overall and a lap down to the GTO bikes. Kayo took the GTU lead from Paul Smith on lap 33.

Larry Jeurink and Eric Moe, on the High Tech GSXR1100, and Mark Bougas and Chris Elia, riding the Bougas Racing Suzuki, were locked in a battle for fourth, separated by no more than half a second and swapping positions each lap.



Team Lockhart leads off the grid at the start. Lockhart led the first few laps but dropped out of the race on lap five with a broken crankshaft.

On lap 40, Hyper-Cycle continued to lead, High Tech moved into second, and South Florida held third; all were on the lead lap. One lap later, South Florida Racing overcooked turn one, ran into the hay bales, and dropped to fourth.

The charge put on by Kayo and UNO in the GTU division ended on lap 43 when they both crashed in turn one while racing for the lead. Sloan was riding for Kayo and Smith was on for UNO. Kayo's day was finished, while UNO was able to get back in the race, but not back into contention.

"Tommy tried to pass me going into turn one. He got about a wheel on me and then he shut the door on me and took me out," said a frustrated Smith.

Sloan's version of the crash was different. "I was going into turn one and had been drafting him coming off the tri-oval going for an outside pass. It wasn't even close. I blew by him then we closed up and hit at least three times going into the turn. The next thing I knew he went down and slid into me and took me out."

The Second City Racing II Honda Hurricane of Jon Cornwell and Alan Inglis inherited the GTU lead.

The rides of Chivington and Grush began to slow with a series of thrown chains. "I threw a chain in turn five and got the bike in, then Danny got on it and we threw it again. I guess we should have used an O-ring type chain," said Grush. Their day finally ended when Chivington crashed in the chicane.

Hyper-Cycle continued to lead the field with High-Tech running second. They were the only teams on the lead lap with 20 laps to go. Bougas Racing ran third, ECHO Racing held fourth, a lap down, and the HPR entry of Danny Hyatt, Jerry Cook, and Tom Francis controlled fifth, two laps down.

At the checkers it was Hyper-Cycle taking their second win of the season, and after a late-race charge, Brauneck moved the Dutchman Suzuki into the top five, two laps off the pace.

"We ran real good today," said second-place Eric Moe of High Tech Racing. "The traffic was real intense and Larry ran a great race for us."

"We had a great time this season and we were always in the hunt for the win," said Hyper-Cycle's Andrew. "The best time I had in the race was when I was racing with Danny (Chivington). He seemed to want to run high on the banking and I wanted to come down a little lower in the bowl. I wanted to play it safe today. There were a lot of bikes out there but I like it like that."

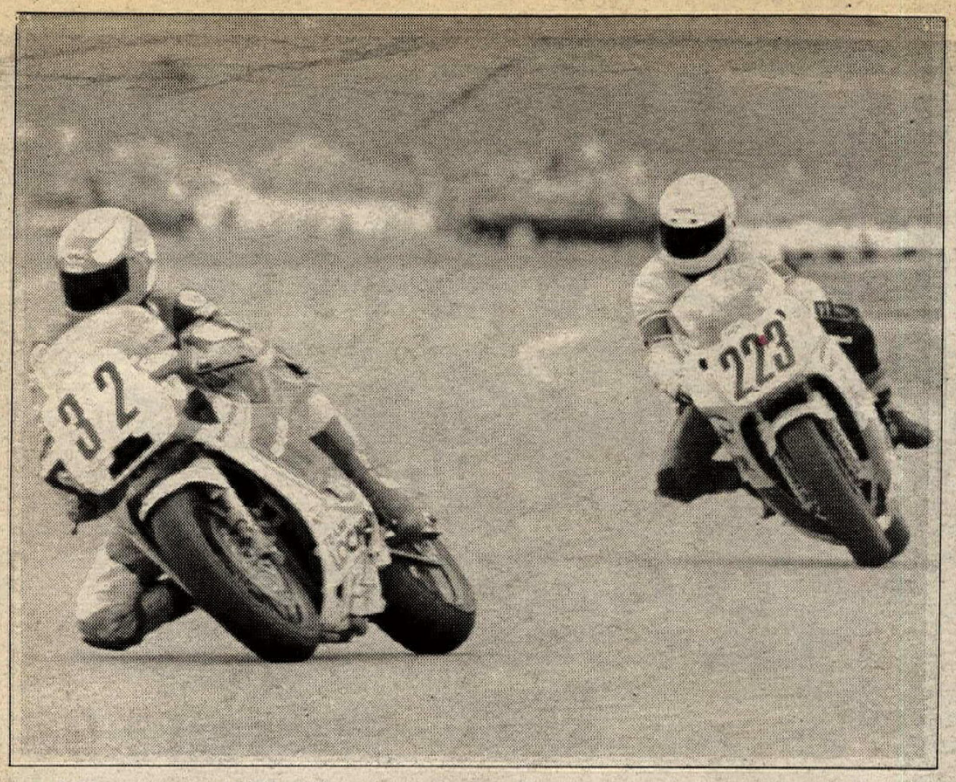
Following Second City Racing II home in the GTU division were West Florida Racing and Ominous Racing; both were mounted on Honda Hurricanes. ●

Results

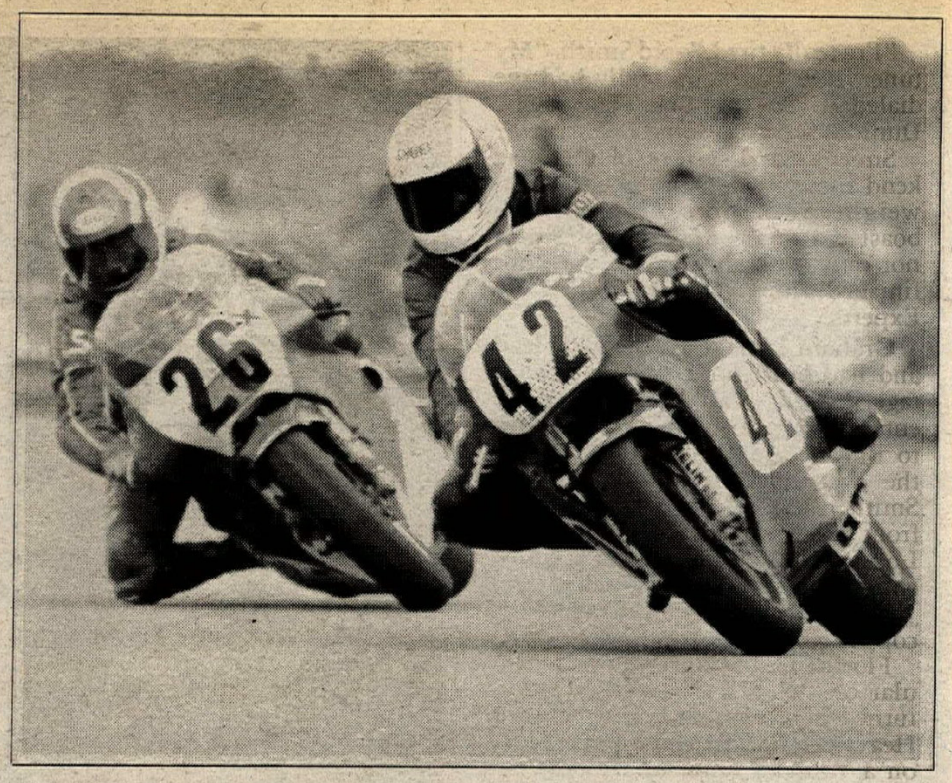
GTO: 1. Team Hyper-Cycle (Suz); 2. High Tech Racing (Suz); 3. Bougas Racing (Suz); 4. ECHO Racing (Suz); 5. Dutchman Racing (Suz); 6. Team Florida (Suz); 7. H.P.R. (Suz); 8. Midwest Racing (Suz); 9. Kennedy Racing (Suz); 10. Lyte Rapid Transit (Suz); 11. South Florida Racing (Yam); 12. Belisle Racing (Suz); 13. Gillette Racing Team (Suz); 14. R. J. Racing (Suz); 15. Instinct Racing (Suz); 16. G. K. Cycles (Suz); 17. Team Visa (Yam); 18. Bad News II (Yam); 19. Suda Racing (Suz); 20. Parkway Cycles (Hon).

GTU: 1. Second City Racing II (Hon); 2. West Florida Racing (Hon); 3. Ominous Racing (Hon); 4. American Speedy Printing (Hon); 5. Team Obnoxious (Hon); 6. Autobahn Society (Hon); 7. Island Racing (Duc); 8. Bue Racing (Hon); 9. Minor Racing (Hon); 10. Q.M.S. Racing (Hon); 11. R&D Racing (Yam); 12. Winter Park Road Racing (Suz); 13. Little-Wright Racing (Hon); 14. Paraqon Racing (Suz); 15. Miller Low-Life Racing (Yam); 16. Team Big Dog (Hon); 17. Team Phoenix (Cag); 18. Robison Harley-Davidson (H-D); 19. Fire Brewed Racing (Yam); 20. Team Humble (Yam).

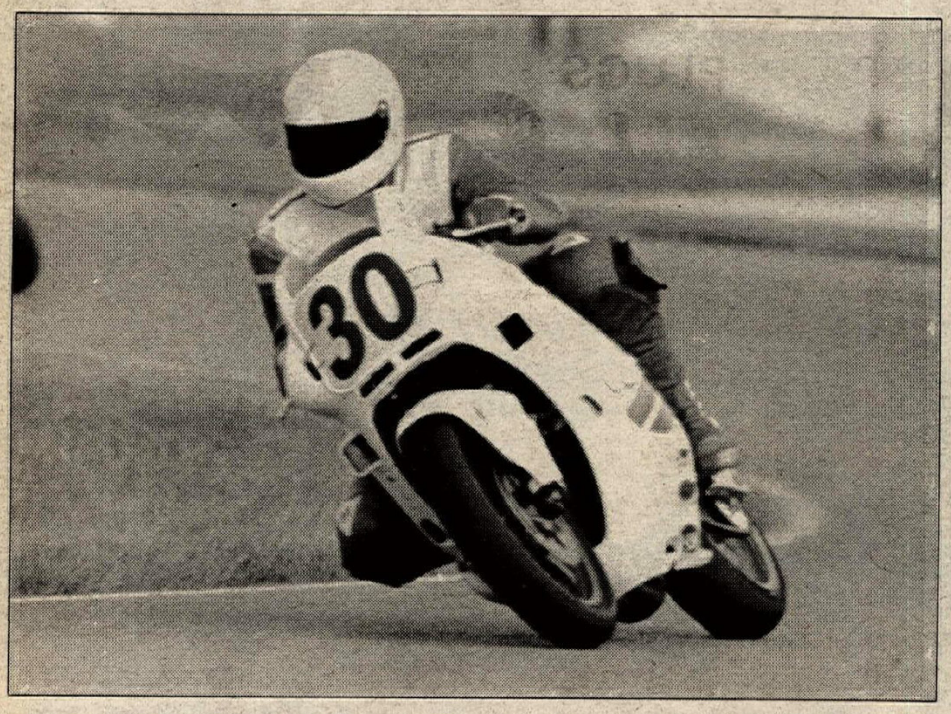
AMA/MOTOWORLD U.S. ENDURANCE ROAD RACE SERIES FINAL STANDINGS: 1. Team Lockhart (4365); 2. Kayo Racing (4343); 3. Dutchman Racing (4313); 4. High-Tech Racing (4253); 5. Team Hyper-Cycle (4198); 6. Team Uno (4196); 7. Asphalt Aviators (4174); 8. South Florida Racing (4064); 9. Second City Racing (4019); 10. Paul Smith Racing (4017).



Dale Quarterly (32) topped both the Unlimited Expert class and the Supertwins division. Rick Shaw (223) took second in the Unlimited race.



Ducati-mounted Jimmy Adamo (26X) topped the Formula Two Expert race. John Long (42), also on a Ducati 750, finished second.



Richard Resta took overall honors in the Middleweight Superbike class and the Formula Two Novice race.

AMA/CCS Race of Champions

Quarterley, Resta, Smith top Daytona sprint races

By Randy Marrs

DAYTONA BEACH, FL, OCT. 24-25

Expert Dale Quarterley and Novices Mike Smith and Richard Resta came out the big winners at Daytona International Speedway in the AMA/Championship Cup Series "Race of Champions." More than 760 riders competed in the year-end battles to see who would be National champs in their respective divisions.

Quarterley, Smith, and Resta were the only sprint riders to claim number one plates in more than one class. Quarterley took wins in the Unlimited Superbike and Supertwins divisions. Resta won Novice titles in the Formula Two and Middleweight Superbike classes, and Smith grabbed the Middleweight Supersport and Lightweight Superbike Novice titles.

National titles were hard to come by at Daytona — every race but two went right down to the finish line. The vast majority of the Novice races took place on Saturday with most of the Expert classes taking to the high banking on Sunday. All sprint finals were 25 miles in length (seven laps).

The combined Expert/Novice Supertwins race was one of the best races of the weekend. Quarterley won the event aboard Russ Paulk's Fast-by-Ferraci Ducati 750.

The contest was a race-long battle between Florida riders John Long, Malcolme Tunstall and Quarterley. Tunstall, on the Syd's Cycle/Lou's Leathers 840cc Ducati, jumped from a third-row start to lead the field going into turn one with Quarterley and Long in tow.

Kurt Liebman, Roger Reiman, and Pete Johnson diced for position in a second group of riders, while 1986 winner Jimmy Adamo was running in midpack.

Quarterley passed Tunstall as the duo entered the infield at the beginning of lap two, then Long moved around Tunstall to take over second. Exiting turn six, and running high on the west banking, Long closed on Quarterley, then dropped low and passed the leader; Tunstall ran a close third.

Reiman's run ended in turn five when he came in too fast and shut the Robison Harley-Davidson off and was unable to restart. Johnson had a hard time in turn five, too, missing a shift and losing two positions. Adamo's ride also ended in the turn five area with mechanical problems.

Long and Quarterley continued to trade positions and were never separated by more than two seconds. On lap four, Quarterley led into the chicane; Long attempted to pass, but Quarterley held his ground. On lap five Long caught and passed Quarterley halfway down the back straight only to see the Massachusetts rider go wide into turn one to retake the lead.

Long again closed on the back straight and appeared set to pull off a Daytona slingshot pass, but at the checkers it was Quarterley winning by half a wheel over Long. Tunstall, Liebmann, and Randy Kirnec followed.

Quarterley's win in the Unlimited Superbike division came in a field laced with Camel Pro riders.

Quarterley followed early leader Rick Shaw for the first three laps as Shaw, on a Yamaha FZR1000, and Quarterley, riding a Suzuki GSX-R1100, pulled away from a battle for third between Dieter Lane (VFR750 Honda), Doug Whelan (Yamaha FZR1000), and Larry Shorts (GPX750R Kawasaki). By lap three Shorts had moved into third, Lane ran fourth, and Mark Chin had taken over fifth.

Shaw led lap three through the infield but Quarterley moved into first on the west banking. Jeff Farmer, on the K&P Cycles Yamaha FZR750, took over fifth, while Chin got by Shorts in the tri-oval for third. At the checkers Quarterley claimed win number two; Shaw, Chin, Shorts, and Farmer rounded out the top five.

Resta took the lead coming out of Daytona's east bank on the last lap to win the Formula Two Novice race, which boasted a field of 45 riders.

The race was a back-and-forth battle between Resta and Smith, both of whom were riding CBR600 Honda Hurricanes. The two riders swapped the lead time after time in the infield, leaving the balance of the field behind. Ernest Oxenknecht and Steve Seaborn battled for a distant third, while Mark Pastir, George Matthews, Bruce Bain, and David Clyde all raced for position even farther back.

On the white flag lap, Smith entered turn five too wide but still held a slight edge over Resta. As the pair headed onto the east banking, Resta closed in on Smith and used a classic slingshot pass to take the win. Following Resta and Smith home were Oxenknecht, Seaborn, and Matthews.

Win number two for Resta came when he beat a 54-rider field in the Middleweight Superbike Novice class. Resta led from flag-to-flag and by lap three had built a six-second lead. By lap four he had increased his lead and won by a huge margin over Mark Pastir, Seaborn, Oxenknecht and Smith.

"It was a little easier this time," said Resta. "I don't know what happened to (Mike) Smith. I guess he didn't have as much motor as he thought he did."

Smith beat out a field of 52 riders in the Middleweight Supersport class after taking the lead from early-leader Mike Moores.

John Choate, riding a 600cc Honda Hurricane, led into turn one at the start, but Moores held the point at the end of lap one. Smith took over the top spot on lap two and left the field behind. On lap four, Gerald Shenk, Moores and Oxenknecht closed the gap on Smith to make it a four-rider race with the top four riders running neck-and-neck through the tri-oval.

Choate moved into the fray on the next lap, taking third after going to the inside line in the international horseshoe. Up on the west banking, Smith would take the low line while Shenk, Moore, Oxenknecht, and Choate ran high. At the checkers it was Smith, Moores, Shenk, Oxenknecht, and Choate.

"I'm really tired," said Smith. "My tuner, Bob Hartman, really had me dialed in on this one. The K-591 Dunlops were awesome."

Smith's final victory of the weekend came in the combined Lightweight Superbike class, which boasted a total of 50 entries. Smith not only took the Novice win, but finished third overall, beating 16 Experts.

Graham James took the early lead and had built up a sizeable advantage, but his rear wheel locked up entering turn five, giving a sure win to Brad Lowe. Following Lowe to the checkers were John Lowman, Smith (the lone Novice among the front runners), David Murray, Mark Long, and Jeff Burck. Taking seventh overall, second Novice, was James Ronan, while Bill Kranenberg copped ninth overall, third Novice.

Florida-based Mark Chin, a regular on the AMA/Camel Pro tour, turned in a brilliant ride to win the Heavyweight Superbike Expert race on a Yamaha FZR750. He beat out Camel Pro regulars Farmer and Shorts.

Chin took an early lead and pulled away from the pack to take the win. Following Chin, Farmer and Shorts to the flag were Deiter Lane on a VFR750 Honda, and Scott Williams, riding a GSXR750 Suzuki.

The Formula One race was a flag-to-flag romp for Tennessee rider Kevin Rentzell, aboard the Kayo endurance GSXR1100 Suzuki.

While Rentzell ran away from the field, Chin and Rick Shaw raced for second. Williams, Bruce Nield, on the ex-Doug Chandler/Freddie Spencer Racing Honda, John Grush, and Eric Moe diced for a distant fourth.

By the halfway point, Rentzell had increased his lead to seven seconds. Near the end of the seven-lap final, Chin held a secure second, while Shaw was losing ground but running a secure third. Grush, Bob Green and Williams were all close. The order remained unchanged to the finish.

Greg Tysor won a close Heavyweight Supersport Expert battle over Alabama's Graham James in a field virtually dominated by GSXR Suzukis. Tysor led from the green to the checkers in the 750cc race, but hooked up with James in a close, two-rider draft that left the balance of the 21-rider field behind.

Suzuki-mounted Geoff Cesmat, Titian Bue, Wink Price, Eric Moe, and Williams all were within two seconds of each other, battling for third. On the final laps, Tysor finally pulled away from James to take the win. Following Tysor and James across the line were Williams, Cesmat, and Bue.

Florida rider Don Jacks took a close win over Greg Tysor in the Expert Middleweight Superbike race, an event that saw the lead change lap after lap.

Jacks led the way on the first lap with Tysor a close second and Kevin Rentzell (1986 Middleweight Superbike Champion) running third. Jacks would pull into a slight lead only to have Tysor close it up entering turn six as the pair went up on the banking.

Jacks and Tysor out-distanced the field while continuing to do battle. Tysor took the lead on lap five and led through the infield, but Jacks drafted back into the lead on the banking.

With two laps left, Rentzell put on a charge, closing on the leading pair, and moved into the lead as the trio exited the west banking. It was a three-rider battle with one lap left.

Rentzell was blocked by a slower

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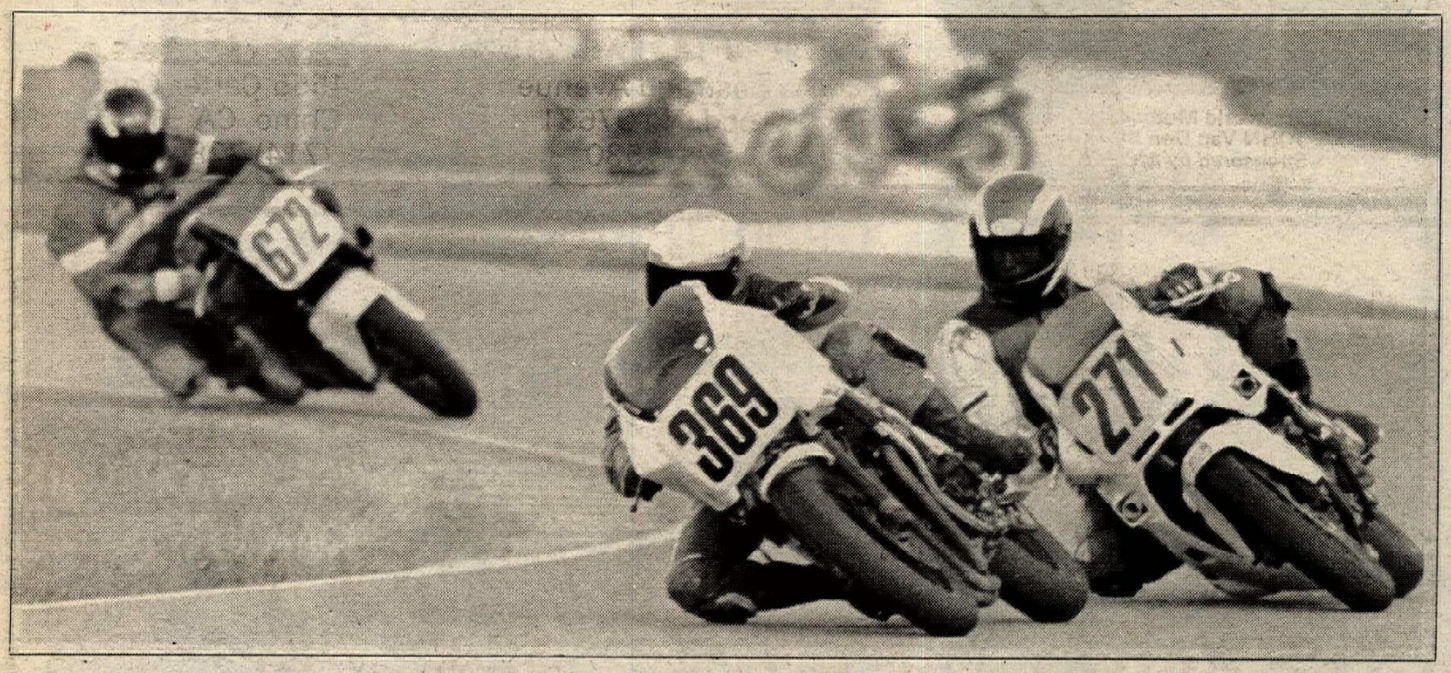
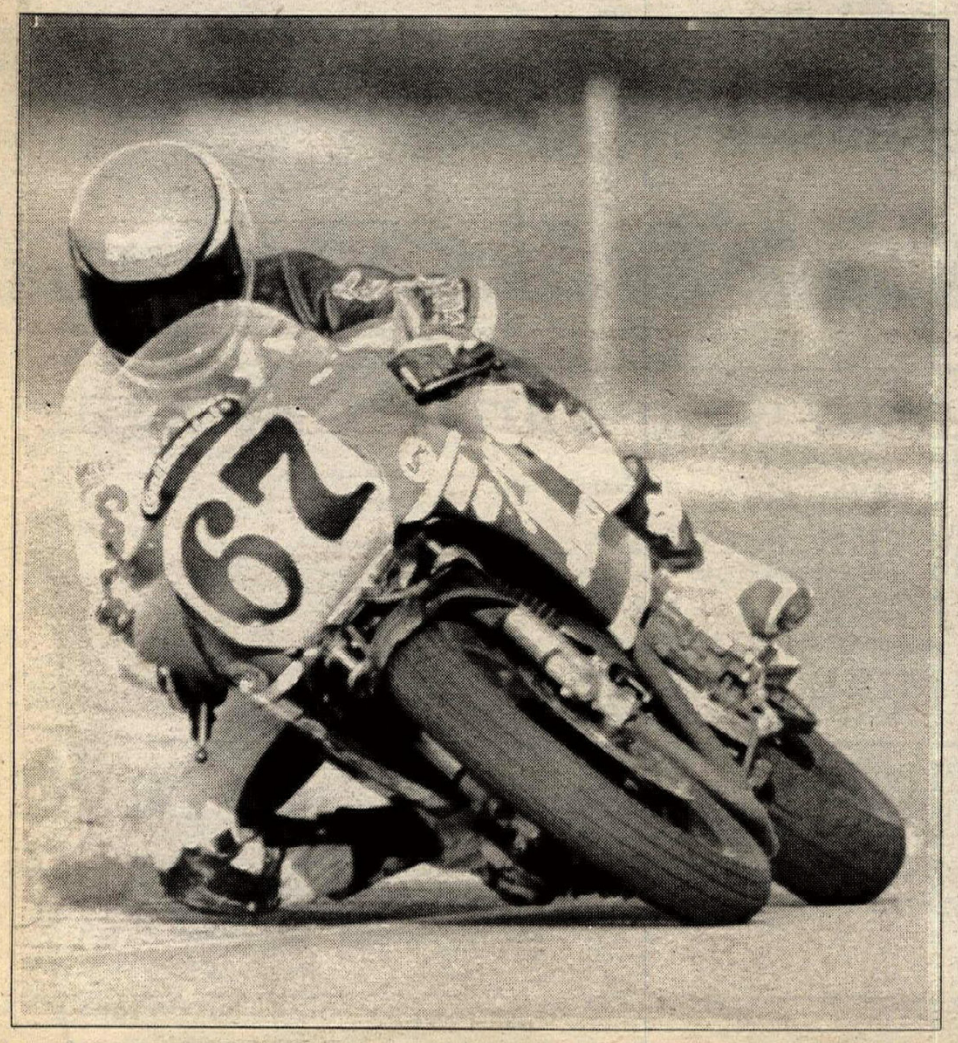
Larry Shorts (20) leads Deiter Lane (275) and Mark Chin (77) during the Heavyweight Superbike race; Chin took the victory, while Shorts ended up third and Lane took fourth. Jeff Farmer finished second.



Mark Pastier (369) and Ernest Oxenknecht (271) battle in Middleweight Superbike Novice action, while Steve Seaborn (672) trails. Pastier finished second, Seaborn took third and Oxenknecht collected fourth.

Greg Tysor won the Heavyweight Supersport Expert race, as well as collecting an additional second place and a pair of thirds.



rider as they came down the tri-oval, allowing both Jacks and Tysor to power by. Jacks took the win, followed by Tysor, Rentzell, Danny Walker, and Cam Roos. All rode Honda Hurricanes.

"I made an early move. They were killing me on the banking but I caught 'em braking in the infield," said Rentzell. "On the banking they pulled high and I dropped low but a slower rider blocked me and by then it was too late."

Jimmy Adamo lost his 1986 AMA/CCS Twins title but gained the Expert Formula Two number one plate with a win over John Long. The Twins riders outclassed the GP250s in the combined competition.

Long took an early lead on his 750cc Ducati with Greg Tysor, on a Hurricane, and Adamo following. Fighting for a distant fourth were Bill Blythe, Jonathan Cornwell, 1986 AMA/CCS F-2 champ Tunstall, and John France on a 250cc Honda.

Adamo finally got around Tysor then began to close on Long. On the final lap, coming on the tri-oval portion of the speedway, Adamo moved to the inside and won by a bike length. Following Adamo and Long were Tysor, Cornwell, and France.

The Middleweight Supersport Expert race turned out to be not only one of the weekend's best races but also the most controversial — the final outcome is still undecided.

Leading the first lap was Middleweight Superbike champ Jacks, closely followed by Tysor and Ricky Orlando. By lap two, WERA Team Suzuki rider Thomas Stevens had moved into second on the banking after starting from the fifth row.

Tysor ran a distant, yet lonely third, while Scott Russell passed Orlando for fourth, and Danny Walker ran sixth.

Stevens and Jacks were turning in flawless rides. Stevens took the lead by outbraking Jacks in the infield, and Jacks retook the point position on the banking. Stevens, at times, would move around Jacks coming out of the banking, but would lose the lead to Jacks before they entered the chicane. On lap five the order read Stevens, Jacks, Russell, Tysor and Orlando.

Stevens led through turn five, into turn six and up onto the banking on the white flag lap, but halfway down the back straight Jacks caught and passed Stevens and held on to win. Following Jacks and Stevens were Tysor, Orlando, and Scott Russell.

"I could have pushed it harder if I had wanted to, but I didn't want to take a chance crashing," said Jacks. "He could get me on braking. My bike felt a little squirrely sometimes under hard braking. When we were coming down off the banking it was like a couple of jets flying in formation."

"I passed him three times in the horseshoe," said Stevens. "I started way back and knew I had to get a good start because I knew if I didn't he would be gone. I knew I couldn't set him up because I couldn't even stay in his draft."

Stevens filed a written protest, alleging an illegal motor in Jack's motorcycle. "I want to see what makes his bike so fast," said Stevens. "Plus, it's $800 difference with the win."

One thing that Mitch Marqui (Jacks' tuner), Jacks, and Stevens were able to agree on was that AMA/CCS officials conducting the teardown and protest had neither the knowledge nor the tools needed to determine the legality of the motor.

Officials were able to determine the bore and stroke of the engine — it was legal. Since they were unable to determine if the heads were legal, officials decided to send the engine to Honda for a final determination. The AMA is expected to make a decision on Monday, November 9. ●

Results

L/W S/BK COMB: 1. Brad Lowe (Yam); 2. John Lowman (Yam); 3. Mike Smith (Hon); 4. David Brian Murray (Yam); 5. Mark Long (Yam).

H/W S/BK EX: 1. Mark Chin (Yam); 2. Jeff Farmer (Yam); 3. Larry Shorts (Suz); 4. Deiter Lane (Hon); 5. Scott Williams (Suz).

H/W S/BK NOV: 1. John Choate (Suz); 2. Bob Rentzell (Suz); 3. Mike Smith (Yam); 4. Ron Price (Suz); 5. Joy Duncan (Suz).

H/W S/SPRT EX: 1. Greg Tysor (Suz); 2. Graham F. James Jr. (Suz); 3. Scott Williams (Suz); 4. Geoff Cesmat (Suz); 5. Titian Bue (Suz).

M/W S/BK EX: 1. Doanld Jacks (Hon); 2. Greg Tysor (Hon); 3. Kevin Rentzell (Hon); 4. Danny Walker (Hon); 5. Cam Roos (Hon).

M/W S/BK NOV: 1. Richard G. Resta (Hon); 2. Mark Pastir (Yam); 3. Steve Seaborn (Hon); 4. Ernest Oxenknecht (Hon); 5. Mike Smith (Hon).

M/W S/SPRT NOV: 1. Mike Smith (Hon); 2. Mike Moores (Hon); 3. Gerald Shenk (Hon); 4. Ernest Oxenknecht (Hon); 5. John Choate (Hon).

M/W S/SPRT EX: 1. Donald Jacks (Hon); 2. Thomas Stevens (Hon); 3. Greg Tysor (Hon); 4. Ricky Orlando (Hon); 5. Scott Russell (Hon).

UNLTD S/BK EX: 1. Dale Quarterley (Suz); 2. Rick Shaw (Yam); 3. Mark Chin (Yam); 4. Larry Shorts (Suz); 5. Jeff Farmer (Yam).

F-2 EX: 1. Jimmy Adamo (Duc); 2. John Long (Duc); 3. Greg Tysor (Hon); 4. Jonathan Cornwell (Yam); 5. John France (Hon).

F-2 NOV: 1. Richard G. Resta (Hon); 2. Mike Smith (Hon); 3. Ernest Oxenknecht (Hon); 4. Steve Seaborn (Hon); 5. George G. Matthews Jr. (Hon).

S/TWN COMB: 1. Dale Quarterley (Bim); 2. John Long (Duc); 3. Malcolme Tunstall (Duc); 4. Kurt Liebmann (Duc); 5. Randy Kirnec (H-D).

H/W S/SPRT NOV: 1. Kyle Jones (Suz); 2. Christopher J. Elia (Suz); 3. Todd Hunt (Kaw); 4. Joy Duncan (Suz); 5. Ernest Oxenknecht (Hon).

F-1 EX: 1. Kevin Rentzell (Suz); 2. Mark Chain (Yam); 3. Rick Shaw (Yam); 4. John S. Grush (Yam); 5. Bob Green (Yam).

Wind

(Continued from page 5)

new responsibilities include assistance to racers and their mechanics while at Daytona International Speedway, and coordinating the use of AMI's service shop facilities for licensed racers after the track is closed during Cycle Week; Banes can be reached by calling 800/874-0645.

The famed Ascot half mile track in Gardena, California, will be the site of the 13th Annual U.S. Long Track Speedway National Championship on Friday night, November 13. Defending Long Track Champion Shawn Moran will take on the likes of reigning World Champion Hans Nielsen of Denmark, England's Phil Collins, and a roster of American speedway aces. In addition to the regular program, the Skoal Bandit Shoot-out will be held. That race is a winner-take-all event with $1000 going to the winner plus $100 to the leader of each lap. The Skoal Bandit Shoot-out will field eight riders for four laps. In addition to Skoal Bandit, event sponsors are Bud Light and radio station KNAC.

SuperSports will host an amateur-only round of the Florida Winter-Am MX Series on December 26-27 at Croome Raceway in Brooksville. The following weekend, January 3-4, the series will continue with pro and amateur racing at Gatorback in Gainesville.

Motorcycle dealers have selected Metzeler as Aftermarket Manufacturer of the Year. The award was presented to Robert R. Gregg, president of Metzeler Motorcycle Tires, by Don Emde, publisher of Dealernews magazine, at the recent International Motorcycle Aftermarket Expo in Las Vegas, Nevada.

The 4th Annual Turkey Run will take place at East Palestine Raceway in East Palestine, Ohio, November 22. The event's proceeds will go to Toys for Tots, a benefit program for needy children. For more information, call 216/792-6341.

The 4th Annual Texas Arenacross Series kicks off November 20-22 at the Texas Exposition Center in Austin, Texas. Professional racers compete on Friday and Saturday nights with amateurs racing on Sunday. For more information, contact Mike Kidd Promotions at 817/433-5587.

HIRED: Oneil J. Williams by ICO Corporation of Bayou Lacombe, Louisiana; Williams will assume the dual role of general manager and chief design engineer.

MOVED: Sabre Cycle Accessories to 11714 E. Washington Blvd., Whittier, CA 90606, 213/693-8604.

HIRED: Katherine Mielke by Thunderwear as marketing director; Mielke was promotion manager of HBJ Publications for the past five years.

HIRED: David A. Walker by American Motorcycle Institute of Daytona Beach, Florida, as an instructor, Harley-Davidson Division; Walker graduated from AMI 11 years ago and has been employed by Robison's Harley-Davidson in Daytona Beach for the past four years.

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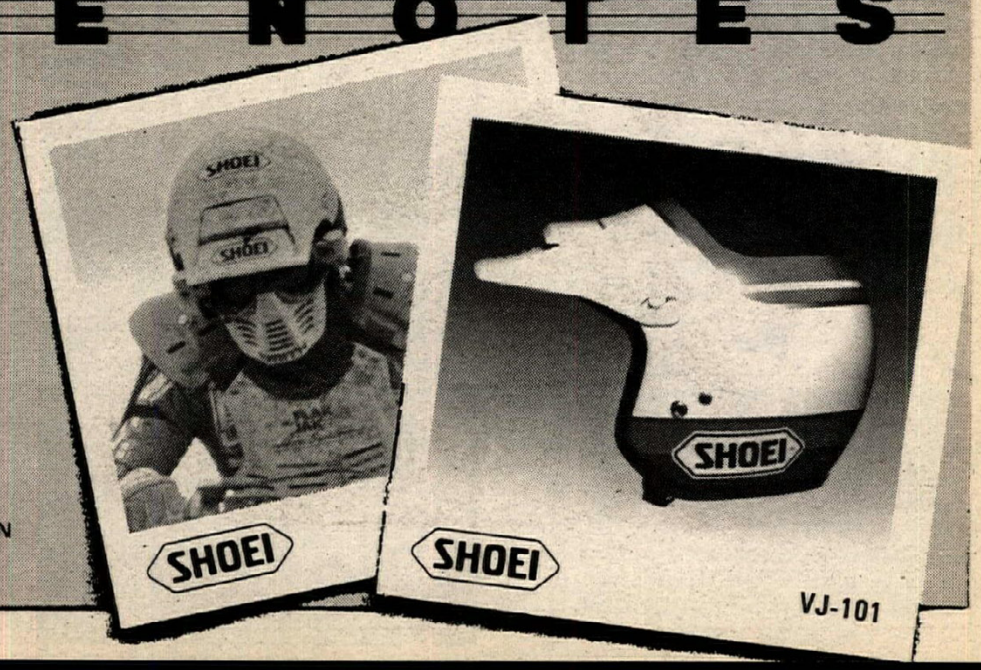
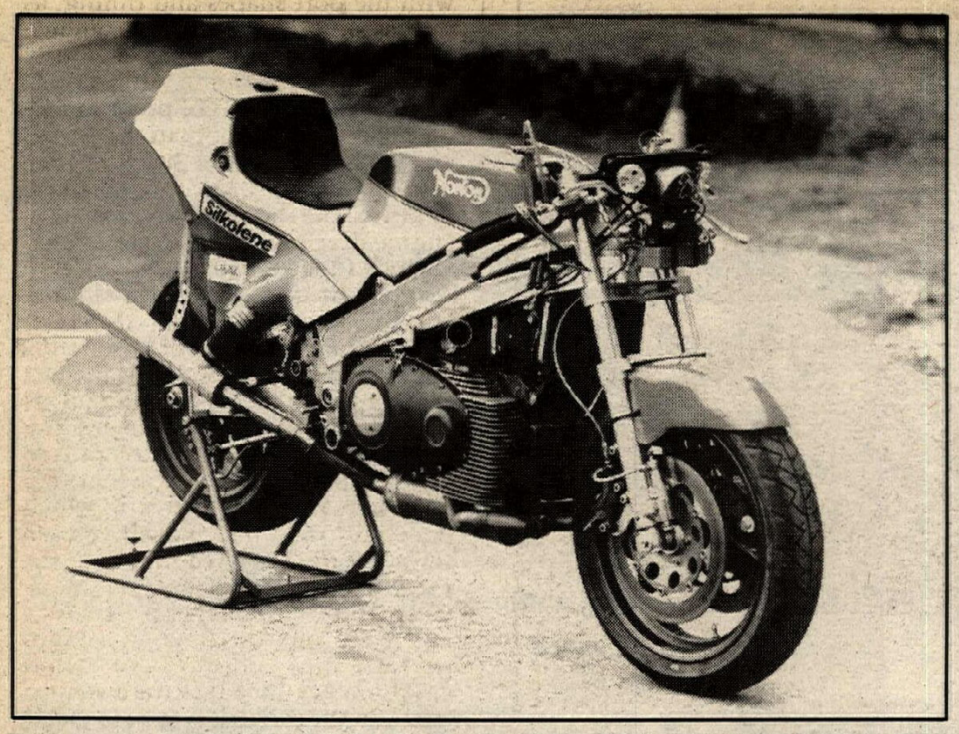
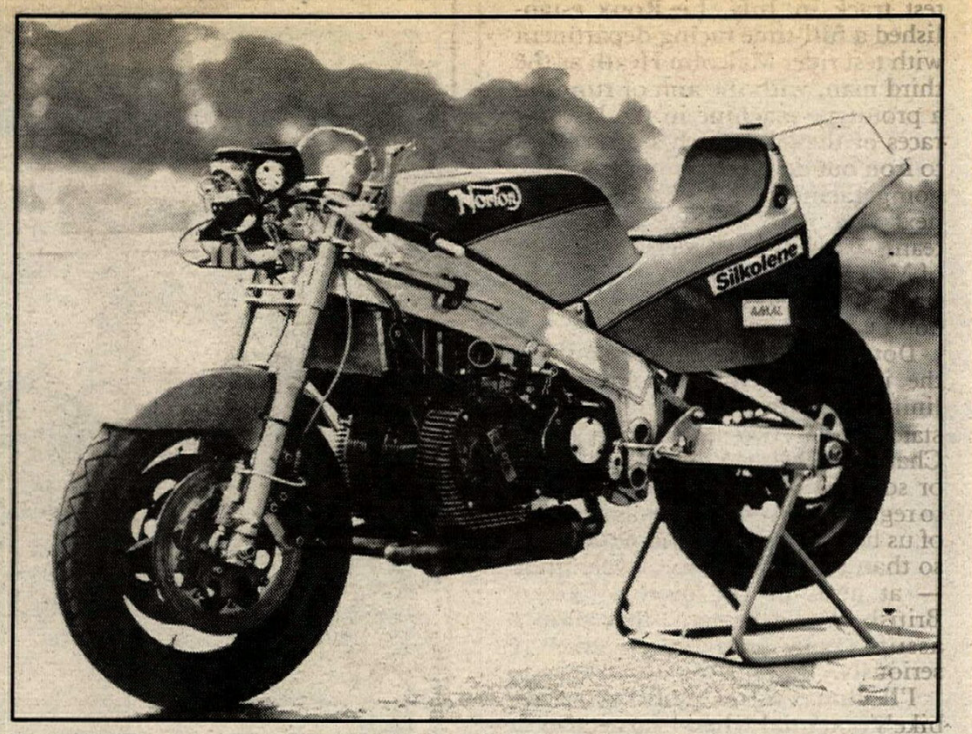




The Norton RC588 pumps out a claimed 138 bhp at 9500 rpm and has a powerband our test rider says is "practically infinite."



The air-cooled twin rotor rotary engine-powered Norton has a dry weight of 286 pounds. Norton hopes to get the weight down to 275 pounds.

Test: Norton Rotary RC588 Road Racer

Britain's Great White Hope?

By Alan Cathcart
Photos by Phil Masters

This is a very difficult story for me to write, for the simple reason that I have to take more than usual care to prevent my natural enthusiasm for an avant-garde alternative motorcycle coloring my reactions to it after having ridden it. Why so? Because this time the bike isn't French or Dutch or American and fitted with a Japanese engine: it's 100% British through and through, and though I do my best to be an internationalist, it's hard to be entirely objective when after so many years a British bike manufacturer has built a machine that is not only innovative but highly effective too. See that Union Jack flag on the side of my helmet? Watch it waving . . .

Moreover, the bike in question doesn't have an alternative chassis (though that may also come in due course), but an alternative *engine*. Not a conventional four-stroke or two-stroke, nor even one with oval pistons and/or more than four valves per cylinder. That's just a variation on a theme, whereas this bike doesn't even have a piston, and certainly no valves: in fact, there are effectively only three moving parts. That's because it's a rotary — and its name is Norton.

Norton: the magic of a name. A magic perhaps unequalled in motorcycling lore, rivalled only by MV Agusta in terms of sporting significance, but far outstripping the rest in terms of history on the road as well as track. Perhaps only Harley-Davidson can boast as proud a heritage dating back to the dawn of motorcycling, but of less global importance, though they can boast one important edge over the British marque whose name became synonymous with our island nation's whole motorcycle industry, which dominated world-wide sales for so many years before handing the market to the Japanese on a plate. Harley has never stopped making bikes in significant quantities since 1903, whereas Norton's recent history has been precarious, to say the least. Dragged down into the mire of bankruptcy by their fellow companies in the NVT group a decade and more ago, Norton has not sold bikes to the public in measurable quantities since then.

But what Norton has done is to continue development work on the rotary engine — built under Wankel patents — which they began in the 1970s, and have latterly marketed in police form to forces throughout Britain who have effectively helped the factory carry out their road testing on the rotary bikes while professing themselves well pleased with them in operation. However, the long-promised civilian version seemed as far away as ever until the company was taken over last year by South African-born merchant banker Philippe Le Roux, who has not only floated Norton successfully on the stock exchange to raise new capital for it (as well as making a substantial personal investment in the first place), but perhaps more importantly has revitalized Norton's operations and in a few short months achieved more than the previous management had in 10 years.

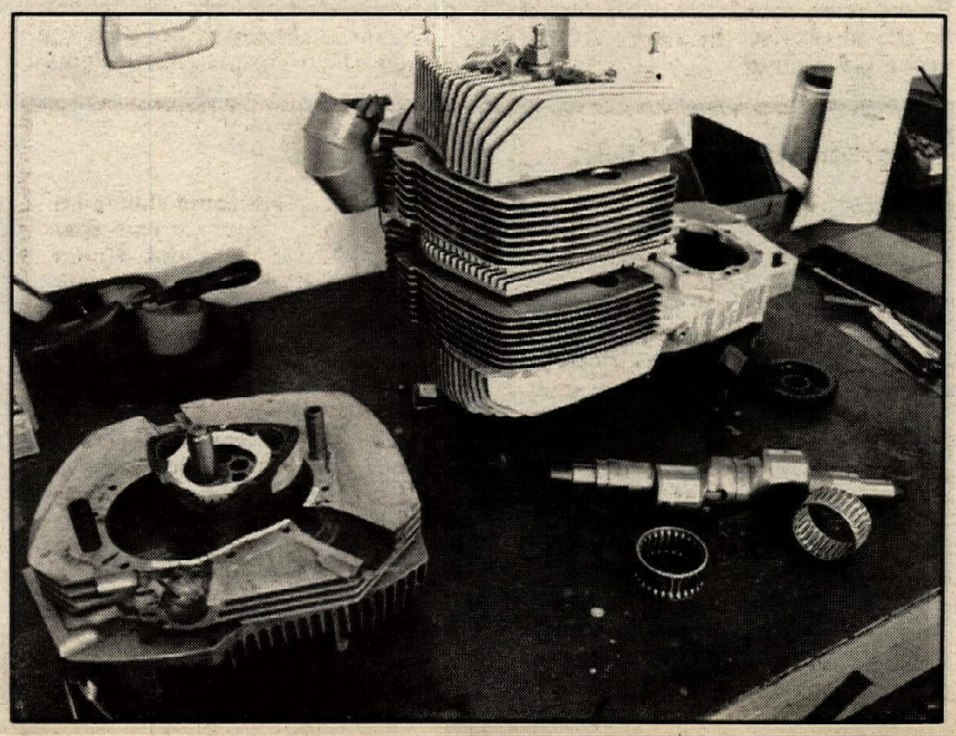
Nothing epitomizes the way in which Le Roux has injected new life into Norton better than the bike I found awaiting me one recent dark but mostly dry day at Mallory Park: the rotary-engined Norton RC588 factory racer. Yes, for the first time since the ill-fated Cosworth-engined F750 Challenge prototype last raced in 1975, there's a works Norton on the race tracks of Britain again, thanks principally to the faith and determination of two men: Philippe Le Roux, who has created a racing department at the Norton factory and says that he regards a racing program "at the highest level" as an intrinsic part of Norton's recovery, both in terms of creating a revitalized image for the firm's products and of technical development, and the man he's placed in charge of the racing operation, 37-year-old Brian Crighton.

Crighton joined Norton three years ago after a successful career as a road racer — he was British 50cc Champion more than once on a CR110 Honda — then bike builder: British race fans still recall with awe and nostalgia the screaming 14,000 rpm 500cc Honda four which Crighton developed from a street CB500 in the mid-70s and on which Dave Hickman, now chief mechanic of the EMC-Ehrlich GP teams, terrorized the Japanese two-strokes in British National events.

After that Crighton dabbled in the computer and electronics fields before taking up a job at Norton looking after the department servicing police bikes. But with his developmental talents he soon moved to the R&D department where he now has the title of senior engine development engineer, working under Doug Hele, the former BSA, Triumph and Norton technical wizard whose name is synonymous with the halcyon days of British racing success.

But the rotary racing project is Crighton's brainchild, one he's been pressing the Norton management to undertake ever since he joined the company. He got nowhere though, till Le Roux took over, and soon committed the necessary budget to build and develop a rotary racer based very closely on the company's forthcoming street bikes. After a lightly modified prototype, built by Crighton and Norton mechanic Dave Evans in their spare time and at their own expense, topped 170 mph in tests on the banked MIRA

The rotary engine, built under Wankel patents, has been under development by Norton since the 1970s.



test track in July, Le Roux established a full-time racing department with test rider Malcolm Heath as the third man, with the aim of running a prototype machine in the last few races of the '87 British season so as to iron out development bugs before going racing at international level next year with at least a two-man team, rising to four riders for the Isle of Man Senior TT which will be the firm's principal target. That's if they don't go GP racing . . .

Don't laugh! Don't even smile at the idea of a Norton rotary racer lining up with the current breed of state of the art two-strokes for a World Championship GP in the next year or so, because if you do you'll live to regret it. Natural cynics as so many of us have become — and none more so than the British motorcycle press — at news of yet another "Great British World-Beater," this time I assure you, you must take it seriously.

I'll admit I was skeptical about the bike's potential when I turned up to ride it at Mallory; all those reports I'd heard about 135 bhp from an engine which, shorn of its massive cooling fins, is no bigger than a shoe box, coupled to a dry weight of 286 pounds seemed like typical GBWB overstatement. But it isn't.

The fact of the matter is that the RC588 Norton rotary already has a level of performance on a par with a well-tuned RS500 Honda three-cylinder GP bike in terms of acceleration and top speed — those power to weight figures are real enough — but with one important difference: whereas the reed-valve Honda two stroke, mainstay of the 500cc GP class, has a power band of about 3500 rpm, the Norton's is practically infinite. It doesn't just pull from nowhere — it pulls from anywhere! Allow the revs to die away, which they'll do very quickly thanks to the minimal inertia effect and practically non-existent internal friction of the air-cooled twin-rotor engine, such as for example when you exit Mallory's infamous chicane, and by cracking open the throttle at 3000 rpm in second gear you'll be rewarded not by a cough or a hiccup or a reluctance to start pulling properly before the cams or the port timing start to work properly, but by a liquid-smooth rush of usable power which continues uninterruptedly in lineally-increasing fashion up to the nominal red line of 9000 rpm. Nominal, because Crighton has been working on race engine development for the lengthy period of just six weeks, and is not yet sure of the effects of continued high revs such as the 14,000 rpm of which the engine unit is capable on component life.

"With such a wide spread of power there isn't much point in revving it so high," he says, "but we'll know more once we can start testing the engine on our new dyno which arrived this week. The old one would only take up to 125 bhp and the engine's too powerful for it already. We keep taking the engine apart to measure wear, but there hasn't been any so far."

Sounds like a marked contrast to the need to rebuild and replace components inside racing two-stroke engines producing the same sort of horsepower; could the rotary engine be the answer to the rising cost of going GP racing?

Because the racing project is in its infancy, the RC588's engine is remarkably close to the 80 bhp police bike power unit in terms of specification — and to the 90 bhp air-cooled motor which will power the Norton Classic, the first civilian rotary-engined model which was launched at the Birmingham (England) Show in early October.

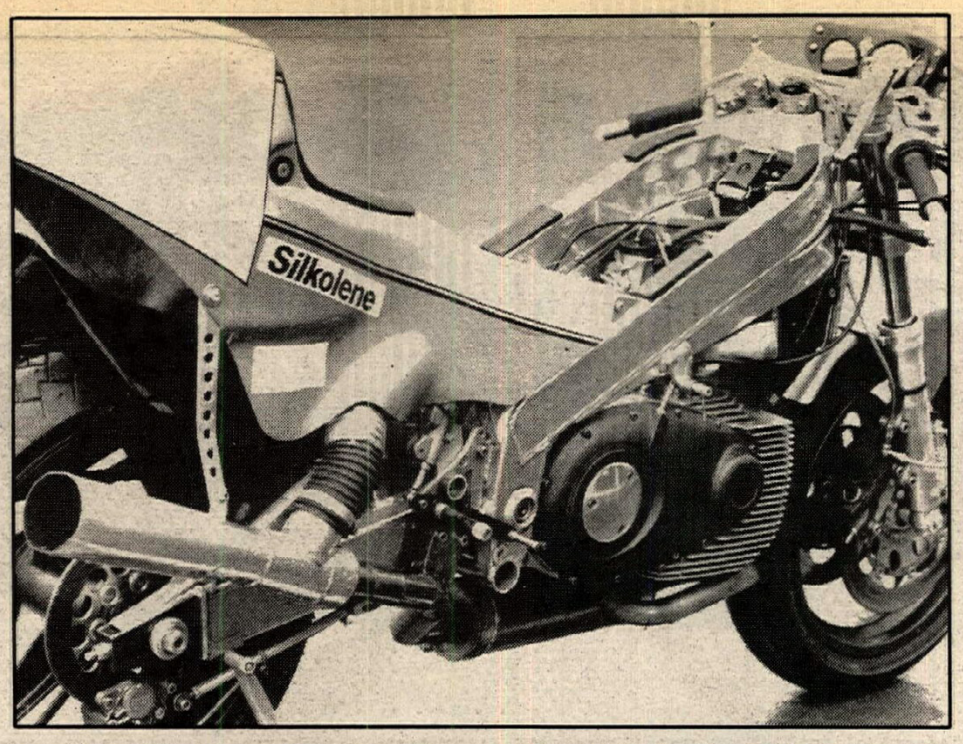
All major engine castings are standard, as are the steel rotors and five-speed gearbox with oil-bath multiplate clutch and duplex chain primary drive.

Crighton dismisses his own tuning efforts as simply playing about with the port shapes and timing, as well as slightly altering the combustion chambers, but there's obviously more to extracting a 50% power increase and the sort of performance the bike is capable of than these tried and true techniques of the two-stroke tuning manual which are of equal validity in the realms of rotary engine development.

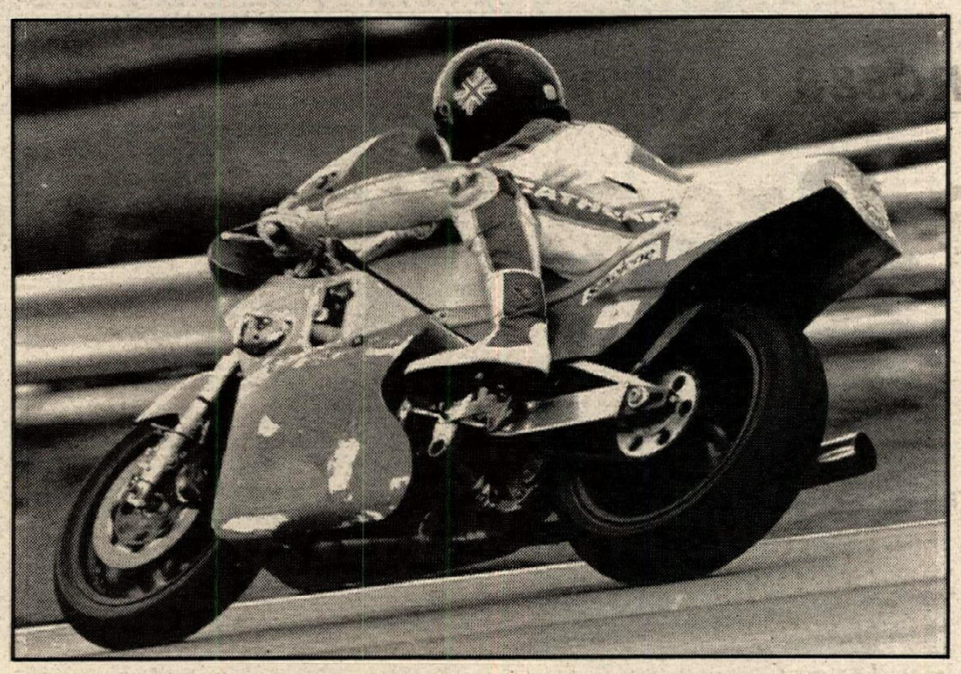
One of the key tricks up his sleeve is the induction length of the long, curved tubes on which the twin 34mm Amal smoothbore carburetors are mounted, and another is the fact that these face forwards for a ram air effect, fed by two vents in the leading edges of the fairing and of proven validity: the police bikes on the other hand have rear-mounted carbs which draw air that has already passed through the deep finning on the rotor housing to cool the rotors. That's fine with a 90 bhp road bike but it impedes the flow on a high-performance engine, so what Crighton has done is to use a venturi effect on the exhaust system to create a negative pressure which, coupled with the forward speed of the bike which creates a positive pressure, puts an imbalance on the engine so that air rushes through the center of it to actually cool it. This enables the intake system to be directed completely into atmosphere, resulting in a substantial power increase. Those long induction tubes are designed for the correct resonant length at 9000 rpm; because the induction phase is so long — more than a single turn of the eccentric shaft which is the equivalent of a crankshaft in a conventional engine — it's desirable to have induction tracts this long in order to get the wave action of the charge timed correctly.

The exhaust is a two-into-one system feeding into an absorption silencer mounted under the engine, which in turn feeds into what Crighton terms an exhaust ejector, that actually provides the negative pressure for the cooling. Incorporated in this is an extremely clever wheeze, whereby oil from a tank located in the seat is injected into the main bearings on the end of the eccentric shaft, after which the airflow through the engine actually draws the oil through and splashes it everywhere inside, after that, it's drawn out down the large-diameter pipe with flexible coupling attached to the exhaust system, into which it's vented.

Because the engine runs very hot — about 1000°C is normal for the exhaust gas temperatures — the exhaust is in stainless steel, into which the waste oil flows and then immediately vaporizes: because it's so hot, the engine doesn't smoke



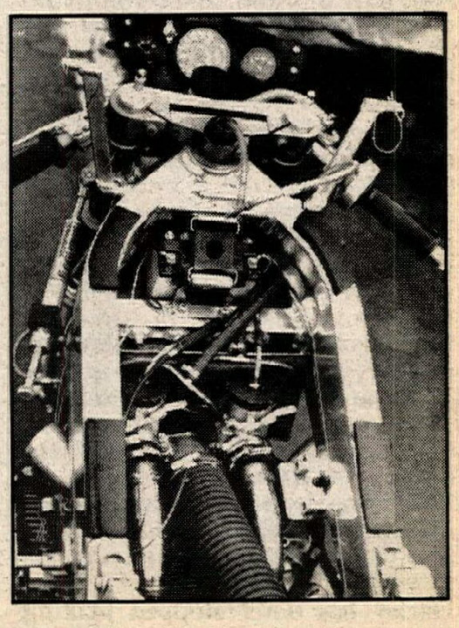
The two-into-one exhaust system feeds into an absorption silencer mounted under the engine and then into an exhaust ejector.



Cathcart rode the Norton Rotary Road Racer at England's Mallory Park and compared its performance to that of a Honda RS500 GP bike.

The rotary racing project is the brainchild of Brian Crighton.

The twin spar aluminum chassis was fabricated by Spondon.



Norton Rotary RC588

Engine ..... Twin rotor air-cooled rotary
Dimensions ..... 2x294cc swept volume trochoidal chambers
Capacity ..... See text: currently rated at 1176cc by ACU
Output .... 135 bhp at 9,500 rpm (at eccentric shaft)
Compression ratio 9.2:1
Carburetion ..... 2x34mm Amal smoothbore
Ignition ..... Norton hall-effect triggered CDI
Gearbox ..... 5-speed constant mesh with duplex chain primary
Clutch .... 20-plate oil-bath multiplate with sintered bronze friction plates and diaphragm spring
Chassis ..... Fabricated aluminum twin spar
Suspension ..... Front: 40mm Kayaba telescopic forks with rising-rate monoshock and Ohlins gas unit
Wheelbase 1410mm
Brakes ..... Front: 2x310mm Spondon discs with four-piston Spondon calipers Rear: 1x220mm Spondon disc with two-piston Brembo cliper
Wheels/tires ..... Front: 12/60 — 17 Michelin on 3.5 in. Dymag Rear: 18/67 — 17 Mlchelin on 5.5 in. Dymag
Weight ..... 286 lbs.

except when it's being warmed up — a process that takes about a quarter of the time of a conventional air-cooled four-stroke.

With such a hot-running engine, that is the reason for the new water-cooled prototype engine currently under development, which will power not only the next-generation road bikes but also — to retain the affinity between track and street machinery which Le Roux deems important for marketing purposes — an updated version of the RC588 racer?

"No, it's not that at all," says Crighton with a smile. "The only reason for water cooling on a conventional engine is to prevent power loss through heat expansion and eventual seizure of the piston, because the clearances are so tight so as to get extra power. On the rotary, you've got 16 thousandths side clearance on the rotor and since we don't have a piston as such, it's not a problem. We're making a water-cooled street bike because on escort duties where they're doing about 10 miles at walking pace, some of the police bikes have an overheating problem which affects the carburetion. We could revamp the induction system, but it's easier to go to water-cooling especially as it means we can actually save a great deal of weight — as much as 15 pounds, because we won't need any of the extensive finning on the rotor housing, which is actually extremely heavy. Even with the extra weight of the radiator and water, we shall be able to get the racer to 275 pounds with no difficulty."

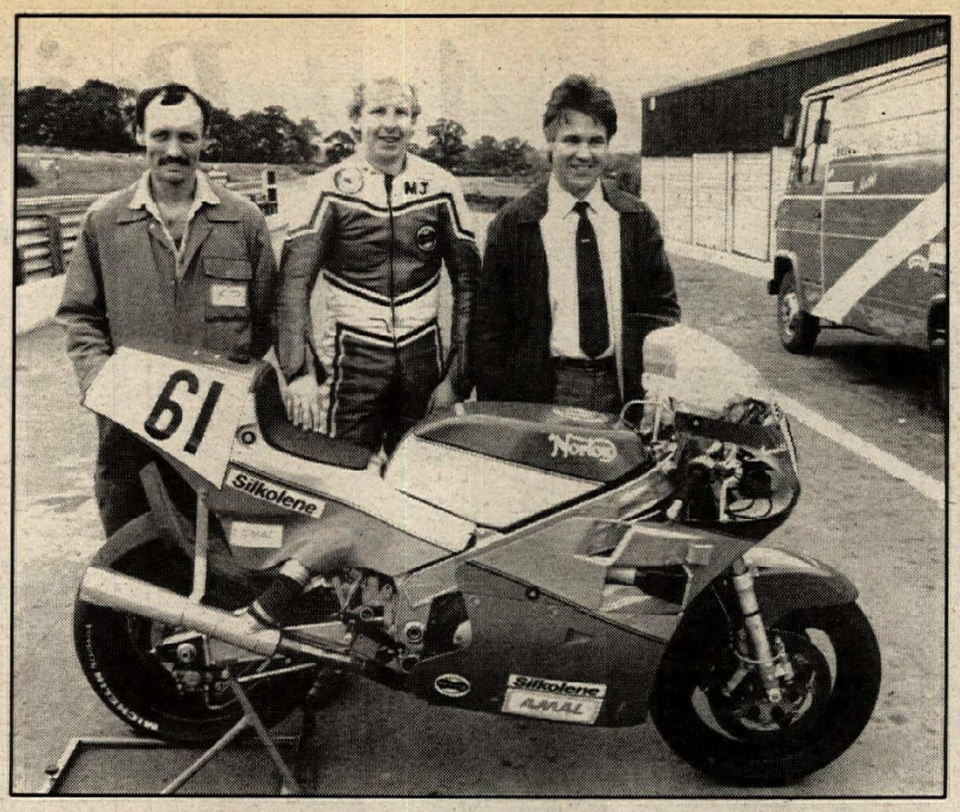
When that happens, one can expect the already highly impressive performance of the RC588 rotary racer to become awesome, especially as Brian Crighton and his small team have a winter of dyno testing in front of them, looking to extract even more power from the barely-developed power unit.

As it is, the rotary engine is a rider's delight: thanks to its low 9.2:1 compression (conventional four-stroke engine tuning criteria such as ignition timing, mixture and compression are relatively unimportant on a rotary, which also cheerfully produce the same horsepower on unleaded fuel as on best racing fuel) it starts easily in just a couple of steps and fires up instantly, with two three-lobe rotors immediately ready to perform.

Clutch it quickly as she fires and roll the throttle on hard to catch it, and you're rewarded with a rev-counter needle spinning around in front of you like a gyro and a unique engine note from the long stainless steel exhaust.

From trackside, the rotary is like a chameleon: at low revs it sounds like a two-stroke, spitting a little on the overrun into a turn and occasionally emitting a sheet of flame from the exhaust as presumably a bit of unvaporized oil or unburnt mixture ignites, while flat out down the straight at high revs it sounds just like a four-stroke four-cylinder Superbike.

On board the thing, however, you're completely unaware of this: you're too busy trying to recover from the astonishment of having no vibration of any kind at all, a responsive throttle that has the engine spinning around ever faster without you seemingly having done anything except think about cracking it open, and that incredibly wide spread of smooth, smooth power from practically zero till when the red line on the rev-counter tells you to change up. This turns a circuit like Mallory Park into a freeway, and the gearbox into semi-automatic: top down the straight on the five-speeder, back one for Gerards, top again down the back straight before coming back one for the Esses, second through the hairpin and chicane, then top down the straight again. Try doing that on an RS500 and see where you get! What's more, there's so much usable power almost everywhere you can short-shift if you feel like it and let the rotary pull you through without fuss or complaint — like on the way into Devil's Elbow, for example: notch third soon after the exit of the chicane, then fourth almost at once while you're still fairly upright, watch the revs drop as low as 5000 rpm as you do so but without making any difference whatsoever to your rate of acceleration, and then crank right over hard into the turn. If you couldn't do that, you'd have to change up while laid right over, which could unsettle the bike and anyway would prove awkward with your knee scraping the tarmac.



(Left to right) Norton mechanic Dave Evans, test rider Malcolm Heath, and senior engine development engineer Brian Crighton.

The gear cluster is a standard street one which because of the non-existent power bank has perfectly suitable ratios for the track, but is marginal on strength. According to Crighton, Hewland is making a new cluster for the water-cooled bike, which will also have a dry clutch to liberate a bit of extra power and gear primary drive instead of the archaic duplex chain, practically the last remnant of the old-style Norton thinking in the rotary engine: this is a power unit for the 1990s.

It's forgivable I hope to have concentrated exclusively on the engine so far, but an important part of the weight-saving equation is the twin spar aluminum chassis fabricated by Spondon for the engine. Three weeks before my test the bike didn't exist — hence the rather tatty fairing fitted for the track excursion which had just come back that morning from the fiberglass shop where it had been having a mold wrapped around it. I'm afraid it shows in the way the bike handles at present: both front and rear suspension felt much too stiff for my taste, and the way it hopped and skipped in the air around Mallory's ever-increasing bumps, it will certainly need some serious development before it can be considered rideable in the Isle of Man, for one. But with the front end straight off an RG500 Suzuki and an Ohlins suspension unit holding up the rear, that can only be a matter of trial, error and time.

However, I must say that I think the bike is bigger than it ought to be, a fault perhaps occasioned by the fact that test rider Malcolm Heath is a six-footer like myself and with even longer legs. With an engine that is so physically small and light, Norton should be looking at making a sort of modern 350, a bike with the performance of a 500 and the size if not the weight of a 250. Maybe the water-cooled bike will achieve this, but at the moment it's a bit rangy to look at and sit on.

I also think Spondon must swallow their pride and fit AP-Lockheed brakes on the thing: sorry, but the Spondon four-piston calipers and 310mm discs give a very strange feeling when you grip the front brake lever: they seem to work only grudgingly, and don't inspire confidence. Since you have almost no engine braking as such, apart from a slight servo effect in reverse when you shut off the engine, rather like an electrically-applied transmission brake on a truck, good brakes are a vital requirement on the rotary, and these weren't brilliant. The chassis, however, felt good in turns, was easy to flick from side-to-side in the chicane and generally inspired confidence — so long as you didn't hit a bump: then — hold on tight!

The engine by contrast has practically unlimited ability to please the rider, though it takes a few laps to realize how to get the best from it. To start with, you have to learn to keep some power applied at all times, even in a tight chicane or hairpin, because otherwise you run the risk of stalling it altogether, as I did my first lap at the hairpin. So you have to drive into a corner, or else at least flip-flop around with the clutch in and blipping the throttle. In other words, ride it like a two-stroke, with the important difference that you don't need gobs of clutch on the way out to make the bike accelerate properly: just crack the throttle open and leave the rotary to do the rest.

It also likes a good blip on the throttle when changing down through the gears, and it seemed better to do this one gear at a time, rather than two or three at a time like on a two-stroke. The only time I got the rear wheel hopping was when I used bottom once inadvertently for the hairpin.

After a while, you learn to adapt your style to the engine's unique character, and you'll have no real problems. Only minor thing to watch out for is that the rotary doesn't really like part-throttle openings, when it tends to lurch and hunt a bit because it's not under load. However, that's not normally a factor on a race track where you're either all on or all off the throttle or nearly so, and the long, long sweep of Gerards Bend at Mallory must be one of the very few places on a British circuit where you'd encounter this small idiosyncracy. The Isle of Man might be a different matter, but we'll have to wait and see about that.

Indeed, because next year the Norton is bound to be headed to the Island where the factory's return to the TT 15 years after they last won a race there (Peter Williams' victory in the '73 F750 event on the monocoque John Player Norton) is bound to be a focal point of TT Week '88. But where else they race next season depends on the outcome of a controversy surrounding the bike which Brian Crighton is eager to resolve before the project advances much further. The British ACU rate the bike's cubic capacity as twice its swept volume, which with two rotor chambers of 294cc, equals 588cc — hence the racer's RC588 model designation. But with a factory of two applied to this, that means the bike is rated at 1176cc, and the ACU — who Crighton says have been singularly unhelpful in resolving this difficulty: can you imagine what would happen if it were Italian, or Spanish, or Japanese?! — simply say they are applying an FIM formula and sorry, that's all there is to it. If that's the case — and Crighton has yet to see the FIM ruling in print — it's very curious, because while rotary engines may be new to motorcycle racing (well, I don't think many people took Suzuki RE5s to the track!), they are far from such in the car world, where Mazda-powered machines have a long history of successful competition, winning the Index of Performance in the Le Mans 24 Hours several times, for example.

The FIA, governing body of car racing, rate a rotary's cubic capacity as 1.4 times its swept volume, and though Crighton would obviously prefer a 1:1 formula, this would seem to be much more realistic than a 2:1 ruling as presently applied. This would give the RC588 a cubic capacity of 823cc, which would enable a slightly smaller engine to compete effectively in the 750cc Superbike and TT F-1 classes, especially as Le Roux plans to produce a top of the range water-cooled street bike based on the single-seat racer, which would be Norton's answer to the RC30 Honda, Ducati 8V/851 and the like. In the meantime, where else the bike will race in 1988 beside the IoM is under review while this issue is thrashed out.

I promised myself at the start of this story that I wouldn't stamp the rotary Norton racer as Britain's Great White Hope for future racing success. After all, it's still so new, it's only competed in a couple of relatively low-key British races as part of its development program so far, and there's a long way to go. But honestly — the bike has so much promise, so much potential, it's hard not to be enthusiastic about it, especially after having ridden the thing. Yes, the Norton does exist, it has already attained a very acceptable level of performance, and you have to take it very seriously, especially with a man like Philippe Le Roux behind it. Maybe Honda better dust off the plans for their own rotary racer and take a second look at it! ●

RESULTS

Motocross
Ross Downs MX
Colleyville, TX
Oct. 16

50
Gabriel Molina Yam
Scotty Spencer Hon
Tommy Gheen Hon
J.T. Nicholson Yam
Michael Medford Yam
MICRO MINI
Keith McDaniel Kaw
Robert Perez Kaw
Jeremy Ellison Kaw
Jason Tull Kaw
80 BEG
Keith Adams Hon
Mike McCreary Hon
David Baumgardner Yam
Jerry Roberts Yam
Jeff Roberts Suz
80 NOV
Michael Kincaid Hon
Jeremy Meulman Hon
Chris Young Kaw
Jeb Stuart Hon
80 INT
Jason Edwards Kaw
Tommy Lee Hon
125 BEG
Steve Mrvica Kaw
Jeremy Deleon Yam
Dane Scheweitzer Hon
Dwayne Copeland Suz
Martin Ott Yam
125 NOV
Tim Woodruff Hon
Mark McNeil Yam
Jeff Talley Kaw
Joel Polston Hon
Rodney Tedder Yam
250 BEG
Steve Rich Yam
Joe Bill Pyle Kaw
Randall Kyle Hon
Jimmy Dale Hus
Keith Bradley Hon
250 NOV
Scott Moran Hon
Johnny Jones Hon
Jeff Wickline Hon
Danny Lurye Hon
Kelly Black Yam
OPEN NOV
Mike Voisard Kaw
Greg Franks Hon
John Nienkamp Hon
OVER 30
Mitch Bennett Yam
Paul Burnett Kaw
Spanky Moore Hon
Brian Haney Hon
COMB INT
Erick Ehrenberg Hon
Jeremy West Hon
Kip Barr Hon
EX
Terry Tinney Kaw
Jeff Long Kaw
Clay Hoenshell Kaw
Bill Kelly Yam
Darin Shirley Hon

Motocross
NESC
Middleboro, MA
Oct. 18

125 NOV
Jon Davie Hon
Ron Jackson Kaw
Glen Nunes Kaw
Brian Wheeler Hon
Ken Lyons Kaw
250 NOV
Mike Wilson Kaw
Russell Rioux Hon
Dan St. Germain Hon
Gus Bohne Hon
John Raitt Hon
OPEN NOV
John Becker Jr. Hon
Ed Crane Hon
Mike McNeil Hon
Ken Niles Hon
Mike KKoksha Hon
125 AM
Peter Olson Hon
Peter Kane Hon
Ed Moneghan Hon
David Fantini Suz
David Quimette Suz
250/OPEN AM
John Majcher Yam
Bob Jurzak Kaw
Jay Yevich Kaw
John Cashman Hon
Craig Seekins Suz
125 EX
David Rudnicki Suz
Wemyss Scott Yam
Bill Ielak Hon
Randy McCann Kaw
Doug Henry Hon
VET (30-34)
Wemyss Scott Yam
David Clememce Hon
Ron Fogg Hon
Mark Malonson Hon
Bob Girard Yam
S/VET(35 & UP)
Dennis Makowski Hon
Peter Olson Hon
John Barone Hon
Jeff Morton Kaw
David Faugano Hon
85 BEG
Kevin Judson Suz
Tony Lawrence Kaw
Randy Freehill Hon
Bob Busa Yam
Chris Duffy Hon
85 JR
Scott Carter Kaw
Chris Anzelmo Kaw
John Barone Jr. Kaw
Todd Campopiano Hon
Dan Boone Jr. Kaw
85 SR
Tony Lorrusso Yam
Jason Buzzee Kaw
Todd Reynolds Hon
Randy Dow Kaw
125 BEG
Bill Dugay Hon
Bill Mumler Hon
Glenn Nunes Kaw
Ken Cloutier Kaw
Holy Zimmerman Kaw
125 JR
Ron Jackson Kaw
Chris Nikias Hon
125 SR
Andy Kirkpatrick Hon
Tony Lorusso Yam
Ryan Adams Kaw

Motocross
Coca-Cola
Supercross
Trail-way Spdwy.
Hanover, PA
Oct. 24
By Jeff Crites

OPEN A
Robert Huston KTM
Charles Weinberg Kaw
Claude Willet Hon
OPEN B
Robert Nolt Hon
Kenneth Brown Hon
Jerry Thompson
80 SR B
Donald Andrews Hon
Michael Bear Yam
Michael Hall Hon
55 MINI
David Mizenko Yam
Jeremy Cook Suz
WOODSMAN
Ronald Adams Hon
Rivers Grove Yam
Joey Wallace Hon
80 JR
Kevin Trimmer Yam
250 A
Todd Wolfe Yam
Charles Weinbert Kaw
Robert Huston KTM
250 B
John Garman Kaw
Richard Rouseau Yam
W. Keith Banta Suz
60 MINI
William Snook Kaw
Jason Durham Kaw
Devin Trexler Kaw
250 C
Kirk Kagarise KTM
Roberto Marsico Kaw
125 B
Chris Gaulak Kaw
W. Keith Banta Hon
Steve Earnest Yam
80 SR A
JeffreyYentzer Yam
125 A
Rodney Yentzer Yam
Jeff Wages Kaw
Jamie Zeigler Hon
125 C
Marlin Steele Kaw
Michael Bear Yam
Brian Marriott Suz
25+
Tim Schmelyun Hon
Claude Willett Hon
Kenneth Brown Hon
SUPER SR
Art Roeper Yam
David Warnick Yam
SR A
John Stackus Hon
SR B
Carl Campbell

Motocross
Hillsdale Green Acres
Hillsdale, MI
Oct. 24

0-85 B
David Putman Hon
0-85 A
Steve Faber Hon
Scott Huggins Hon
Brad Grubbs Kaw
125 JR
Kevin Chruch Yam
125 C
Monte McCarty yam
Ken Grubbs Kaw
Jeff Stucki Hon
Jeff Held Hon
Chris Rodenhaver Suz
125 B
Paul Huggins Hon
Ray Wrobel Hon
Roger Jurek Hon
HVY C
Tim McGee Hon
Trenton Withrow Yam
250 B
John McFarland Kaw
Tim Hockey Hon
Mike Burns Yam
Tom Boss Hon
Troy Shuman Yam
Alan Leatherman Yam
30+
Craig Blosser Kaw
SR
Tom Hubbard Hus
Richard Leach Hon

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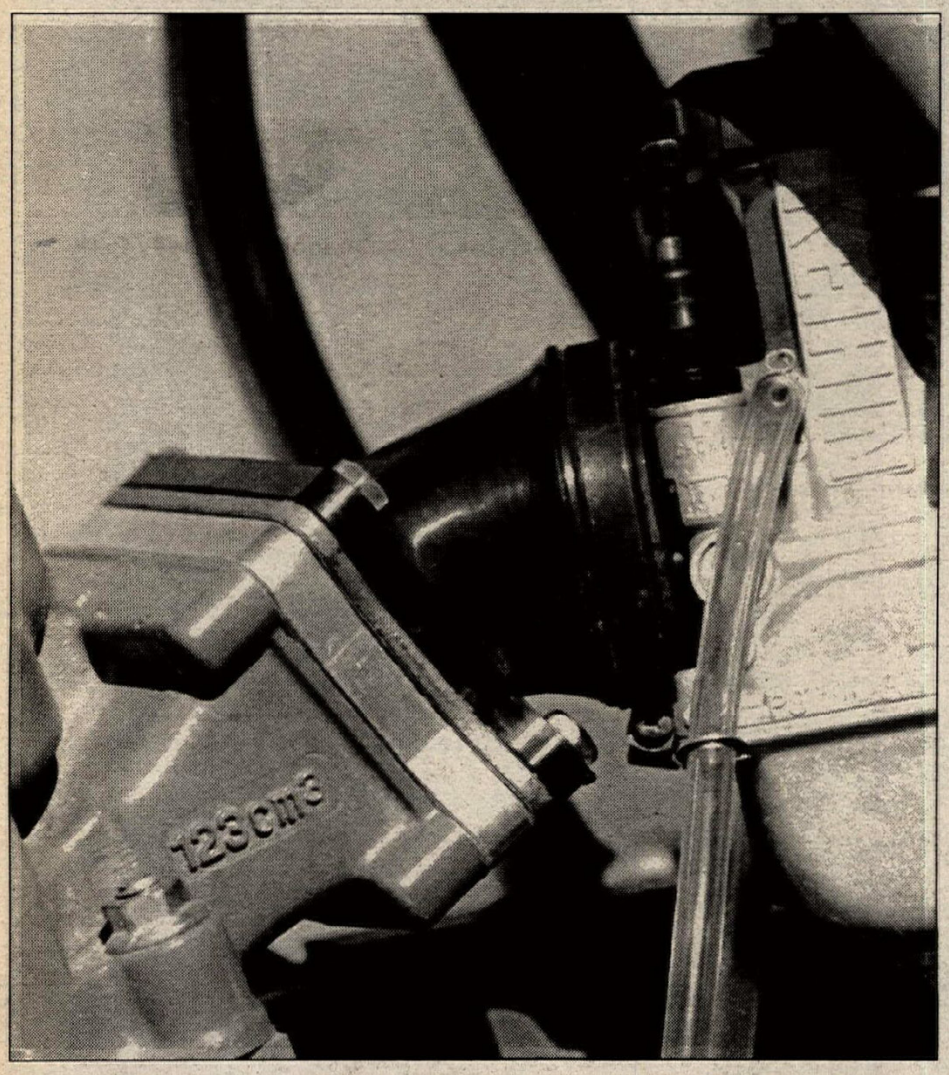
In stock form, the 1987 Suzuki RM125 has sufficient power but would definitely benefit from more midrange and top end power.



The reed block spacer helps maintain low end. The Keihin carburates better than the stock Mikuni and is easier to jet.

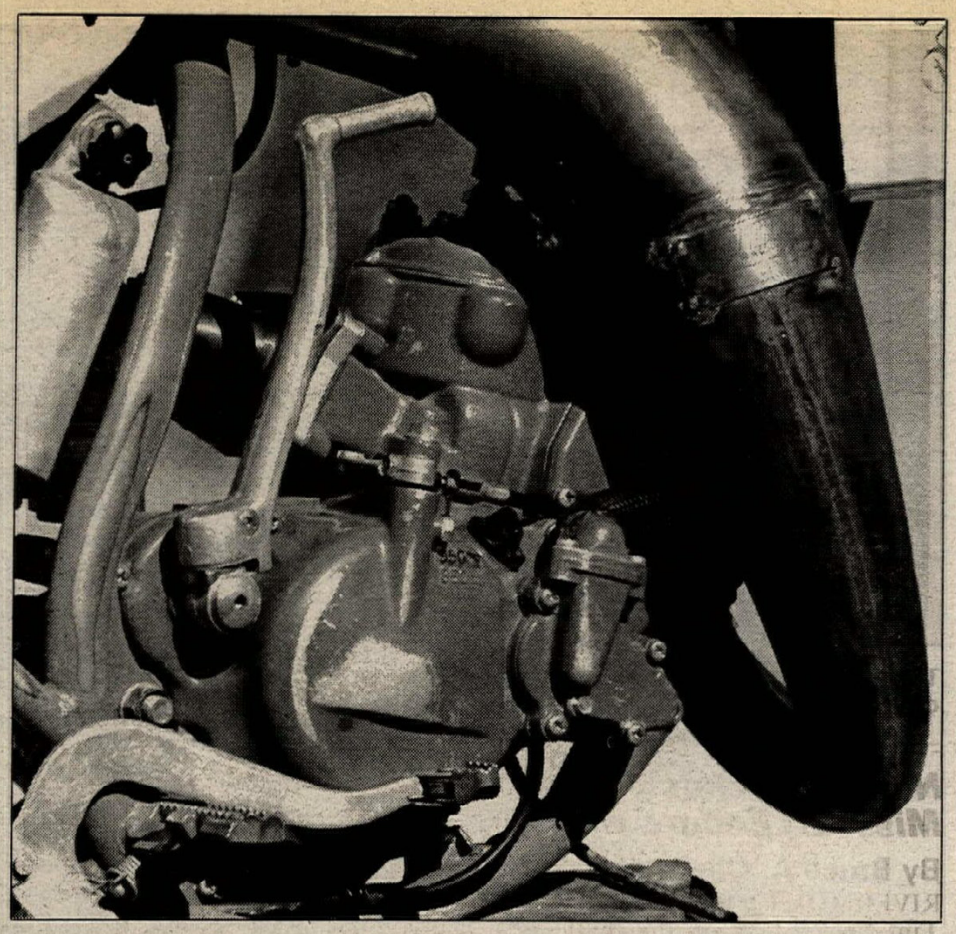
Hop-up: The Pro Circuit Suzuki RM125

Breathing a little fire into the RM

By Kit Palmer

If there's one motorcycle that can benefit from more power, it's the 1987 Suzuki RM125. The motorcycle isn't horribly slow, but a few more horsepower would definitely help, since it already has the best suspension package in the business. Put the two together and you've got a motorcycle you can win on.

We gave our Suzuki to Pro Circuit Racing, an aftermarket motorcycle hop-up company that's been involved in motocross racing for many years and has become one of the most highly respected companies in the business. Many privateer, and even some factory motocross bikes campaigning in the National MX Series have found their way into Pro Circuit's garages in seach of more horsepower.



Pro Circuit ports and lowers the cylinder, mills the head and installs a new exhaust pipe. The result is a RM that hauls.

Since the RM already has sufficient power off the bottom, most of the work done to the motor was to increase performance from midrange on up. To do this, Pro Circuit shaved off the bottom of the cylindern dropping the whole cylinder, thus lowering the intake ports. Then the transfer ports were raised and the exhaust ports enlarged.

With the cylinder lowered, the head had to be milled from keeping the piston from hitting the dome. The inside of the cylinder head gets polished, too.

Pro Circuit replaces the stock 36mm Mikuni carburetor for a 36mm Keihin, which Pro Circuit says carburates better than the Mikuni and is easier to jet spot on.

We installed a half inch reed spacer between the cylinder and the reed block. This spacer is designed to increase bottom end.

The last item to be installed was a Pro Circuit exhaust pipe, which complements the porting and carburetion changes, as well as aiding in mid-range and top-end performance. Pro Circuit offers different pipes to enhance certain areas of the powerband, depending on the rider's preference.

After getting the reworked cylinder and head from Pro Circuit, the rest of the package (carburetor and pipe) bolted right on our Suzuki without a hint of problems. The pipe fitted perfectly, but mounting the carb is a little tough with the reed spacer in place.

The pre-set Keihin carburetor was jetted right on the money, and our Suzuki went straight from the garage to the track with no hassles in between.

With the Pro Circuit mods, our Suzuki noticably gained power in the middle of the powerband and on top without losing any power off the bottom. The overall powerband was made broader and more powerful.

In stock condition, the Suzuki's motor is very easy to manage and is very forgiving for a 125cc motocrosser, and what's nice about the Pro Circuit setup, is that even with the horsepower increase, the Suzuki remains easy to ride. The power doesn't get peaky or explosive, instead, the characteristic of the stock powerband remains the same but there is just more power everywhere.

Reliability seems to be strong, too. We've put many hard hours on the Suzuki since receiving the Pro Circuit mods, and nothing has broken or worn out prematurely.

Usually any kind of high tech motor hop-up isn't going to be cheap, but the cost of the Pro Circuit mods that were made to our bike is reasonable. The cylinder porting, head modifications, Keihin carburetor (with jets) and pipe costs nearly $500.

For more information, contact Pro Circuit Racing, 4212 E. La Palma, Anaheim, CA 92806. Phone 714/993-5400. ●

Even with all the modifications, the RM remains easy to ride.

PHOTO BY BRUCE A. CLARK

Tim Newell was the overall winner of the Missouri Mudders Enduro.

PHOTO BY LARRY LAWRENCE

Shawn Nicoloff won the B and C Superbike and C Production Expert classes at Indianapolis Raceway Park.

Newell notches Missouri Enduro win

By Bruce A. Clark

RIVERMONT, MO, OCT. 11

Tim Newell took on the challenge of a strong field including several International Six Days Enduro competitors, and tight, slick trails to win the Missouri Mudders Fall Enduro. The event was one of the final few events of the 1987 Black Jack Enduro Series. Most of the riders agreed that this event was one of the most challenging, yet well planned of the Black Jack events.

Steady rain the day before produced generally slick trails that, by day's end took its toll on the almost 200 riders. Thanks to good planning by Mudders organizers, the entire event was rideable without any bottlenecks. However, many virgin trails, with the remainder predominantly tight and hilly, crested new challenges around almost every turn. One shallow creek, in particular, was an eye-opener for most with a flat, mossy bed that was like riding a greased pig on spike heels.

The event consisted of two, almost identical, 36-mile loops. C riders completed only the first, while B, A, and AA rode both, which in loop two included an especially demanding additional short section. Even at 18 mph the first 30 miles took points from all but the fastest woods' wizards. Overall winner Newell lost only two points at the end of loop one. It was a close contest, as Six Days' riders Jim Stanfield, Chris Caplinger, and another ISDE medal winner Greg Surdyke, had dropped two, three, and four points, respectively. Caplinger is following in the knobby prints of his dad Robert, consistent "iron man" of the region senior enduro and hare scrambles circuit, by finishing fourth overall.

Results

O/A: Tim Newell.
O/A A: Denny Beitler.
O/A B: Mike McCutcheon.
AA: 1. Greg Surdyke; 2. Steve Vanzant; 3. Chris Caplinger.
OPEN A: 1. Mike Doughty; 2. Bill Eddy.
250 A: 1. John Meyer; 2. Don Agnew; 3. Mike Smith.
200 A: 1. Rick Owens; 2. Leigh Letellier.
INT A: 1. John Fisher; 2. Terry Brumley.
SR A: 1. Roger Cox; 2. Rick Carpenter.
S/SR A: 1. Bob Nickels; 2. Jack Shoalmire.
OPEN B: 1. Troy Foster; 2. Charlie Spann.
250 B: 1. Joe Walch; 2. Dan Beal; 3. Rafe Essary; 4. Dave Altmen.
200 B: 1. Steve Crews; 2. Kevin O'Brien; 3. Greg Sims; 4. Mark Shultz; 5. David Morlan.
INT B: 1. Larry Bast; 2. Bill Jo Patrick; 3. Don Mallory; 4./ Buddy Rigg; 5. Mark Kendall.
SR B: 1. Joel Dubose; 2. Gary Jackson; 3. Allen Hudson.
4-STRK: 1. Ray Williams; 2. Dennis Nelson.
O/A C: 1. Joe Ramirez.
OPEN C: 1. Robert Young; 2. Jim Cook; 3. Ed Gaines; 4. Hank Baldridge; 5. Guy Wickersham.
250 C: 1. Todd Richardson; 2. Pete Ward; 3. David Cahil; 4. Chuck Bales; 5. Don Speer.
200 C: 1. Lee Night; 2. Terry Harriman; 3. Tom Grizzard; 4. Edwin Sugg.
125 C: 1. Terry Presley.
SR C: 1. Butch Gardner; 2. Tom Wadley; 3. Bob Pike; 4. Bill Holloway.
W/SR C: 1. Zahn Lewis; 2. Jim Letellier; 3. Bernon Boatwright.
WMN: 1. Janet Fisher; 2. Jane Ward.
A YTH: 1. Josh Cook.
B YTH: 1. Joshn Glenn.

Nicoloff nails wins at Indy RR

By Larry Lawrence

CLERMONT, IN, OCT. 11

Shawn Nicoloff rode his Cycle Specialties Honda 600 Hurricane to three victories at the 2.5 mile Indianapolis Raceway Park in the last WERA National Sprint in the North Central Region before the Grand National Final. Nicoloff was very impressive in the B Superbike race where he had to hold off the 750s of Fritz Kling and Phil Pummell on his 600cc machine to take the win.

In the B Superbike contest Pummell rocketed to the early lead on his Honda VFR750 Superbike followed closely by Nicoloff and John Madry. Nicoloff swept by Pummell on the high speed sweeper of turn three. The balance of the first lap saw Nicoloff stretching out his lead even further as he used the quick handling of his Hurricane to the fullest extent on the challenging circuit. By the time Nicoloff pulled on to the long front straight he already had a one second advantage on Pummell. Pummell's VFR was blazingly fast down the straight, but once into the turns Nicoloff would extend his lead even more. Halfway through the race Nicoloff had built up a six second lead and now Pummell was being challenged by Kling and Robby Braunscheidel. It was the first race for Braunscheidel this year. The former Human Race Team member looked in good form after the long layoff. In the closing laps Nicoloff turned several fast laps to put the race away, while Kling put his Yamaha FZR750 in second place and made it stick. Pummell finished a few seconds back in third.

In the Novice ranks Alan Bertagnoli proved to be unstoppable on his Rich Doan tuned, North Shore Racing 600 Hurricane. The first year rider has been getting better with each race this season, but in the last three events he has really come on strong. This weekend Bertagnoli won both the C Production and the C Superbike Novice races in convincing fashion.

"It would be nice to go to the GNF this year and win a couple of National titles, that is my goal," said a happy Bertagnoli after his races.

Results

A PROD EX: 1. Fritz Kling (Yam); 2. Jeff James (Yam); 3. Shawn Nicoloff (Hon); 4. Gene Burcham (Suz); 5. Randy Caggey (Suz).
A PROD NOV: 1. Ray Yoder (Yam); 2. Greg Young (Suz); 3. Eric LaCruze (Suz); 4. Maurice Madry (Suz); 5. Greg Karm (Suz).
B PROD EX: 1. Fritz Kling (Yam); 2. Gene Burcham (Suz); 3. Jeff James (Yam); 4. Tim Morrissey (Suz); 5. Ed Key (Suz).
B PROD NOV: 1. Ray Yoder (Yam); 2. Gregory Karm (Suz); 3. Dave Hansen (Yam); 4. Ron Widman (Suz); 5. Greg Limber (Suz).
C PROD EX: 1. Shawn Nicoloff (Hon); 2. R.T. Hampton (Hon); 3. Ed Key (Hon); 4. Fritz Kling (Hon); 5. Gary Gibson (Hon).
C PROD NOV: 1. Alan Bertagnoli (Hon); 2. Gary Jeffries (Hon); 3. John Love (Hon); 4. Matt Winnacker (Kaw); 5. Mike Karm (Yam).
D PROD EX: 1. Andy Fenwick; 2. Ed Key; 3. Steve Patterson; 4. John Copeland; 5. Tom Burklow.
D PROD NOV: 1. Audiel Huff; 2. Matt Winnacker; 3. Craig Renck; 4. Dan Probst; 5. J.B. Schwandt.
A S/BK: 1. Gene Burcham (Suz); 2. Dennis Martin (Yam); 3. Phil Pummell (Hon); 4. Cam Roos (Hon); 5. John Madry (Yam).
B S/BK EX: 1. Shawn Nicoloff (Suz); 2. Fritz Kling (Yam); 3. Phil Pummell (Hon); 4. Robby Braunscheidel (Suz); 5. Cam Roos (Hon).
B S/BK NOV: 1. Ray Yoder (Suz); 2. Alan Bertagnoli (Hon); 3. Pete Kight (Yam); 4. Gregory Karm (Suz); 5. Ron Widman (Suz).
C S/BK EX: 1. Shawn Nicoloff (Hon); 2. Ed Key (Hon); 3. Cam Roos (Hon); 4. R.T. Hampton (Hon); 5. Charles Ruse (Yam).
C S/BK NOV: 1. Alan Bertagnoli (Hon); 2. Gary Jeffries (Hon); 3. Tim Taylor (Hon); 4. John Love (Hon); 5. Wendell Ware (Hon).
D S/BK EX: 1. Steve Patterson (Yam); 2. Andy Fenwick; 3. Larry Cohe (Yam); 4. Bob Newby (Yam); 5. Erlin Anerson (Yam).
D S/BK NOV: 1. Matthew Winnacker (Kaw); 2. Tim Shockle (Hon); 3. Graig Renck; 4. Dan Probst; 5. Kevin Gau (Yam).
F-1: 1. Dennis Martin (Yam); 2. Gary Gibson (Hon); 3. Roger Mendonca (Yam); 4. Larry Schwarebach (Yam); 5. Cam Roos (Hon).
F-2 EX: 1. Ed Key (Hon); 2. Roger Mendonca (Yam); 3. Steve Taylor (Rtx); 4. Larry Cohee (Yam); 5. Richard Bonelli (Yam).
F-2 NOV: 1. Tom Foerch; 2. Tim Shocklee (Yam); 3. Tracy Doyle (Yam); 4. Daniel Salton (Yam).
F-3 EX: 1. Roger Mendonca (Yam); 2. Buzz Pritz.
F-3 NOV: 1. Tim Fisher (Kaw); 2. Gordon Hamilton (Kaw); 3. Scott Huff (Kaw).
V-1: 1. Phil Pummell (Suz).
V-2: 1. Phil Pummell (Suz); 2. Randy Illg (Nor); 3. Mike Gamfert (BSA).

Zierman masters Madelia HS

By Rolfe Otterness

MADELIA, MN, OCT. 18

Joe Zierman aced the 3rd Annual Elm Creek Hare Scrambles today at Madelia on his Honda CR250. He was the only rider to make 11 laps on the excellent course provided by the Cross Country Riders Association. The Rode and Trail Cycle/Malcolm Smith Products-sponsored event took place on a cool autumn day with trail conditions near perfect. Approximately one mile of fast grass track and five miles of woods were used, receiving approval from the majority of riders.

Zierman powered off to a good start in the two-hour race. Craig Hansen and Matt Stavish provided pursuit but Zierman was the only rider to completee 10 laps before the two hour mark and start his 11th lap. Hansen and Stavish completed their 10 laps shortly after the checkered flag was unfurled, and took honors as first and second in the 250cc A class.

Jerry Morgan topped John Kucera to land the Open A title while Craig Holasek motored to the 200cc A win.

Overall B winner Scott Miller rode an open bike to top fast competition Andy Schweizer and Rollan Pederson, who wrapped up first and second respectively in the 250cc B division.

Hoover perfect at Ft. Mitchell MX

By Hugh Gatlin

FT. MITCHELL, AL, OCT. 18

Casey Hoover piloted his CR Honda to first overall in the 125cc C class at round four of Ft. Mitchell's fall series. Hoover hasn't missed a beat during the series with today's victory running his win streak to eight motos in a row. Yamaha of Columbus-backed Shannon Brooker returned to the top of the Senior Mini ranks after being defeated by Kawasaki rider Charlie Cutts in round three.

Hoover holeshot the first 125cc C and B combined moto but Bobby Hearn slipped by in the muddy second turn. Hoover stayed close and passed for the win when Hearn washed out after the tabletop jump. Steve Greer finished third.

Hoover lead the second heat from start to finish. Greer held down second until Hearn passed through the quads. Leon Luna took fourth.

Kawasaki-mounted Bob Long took control of the first Senior Mini moto followed by series leader

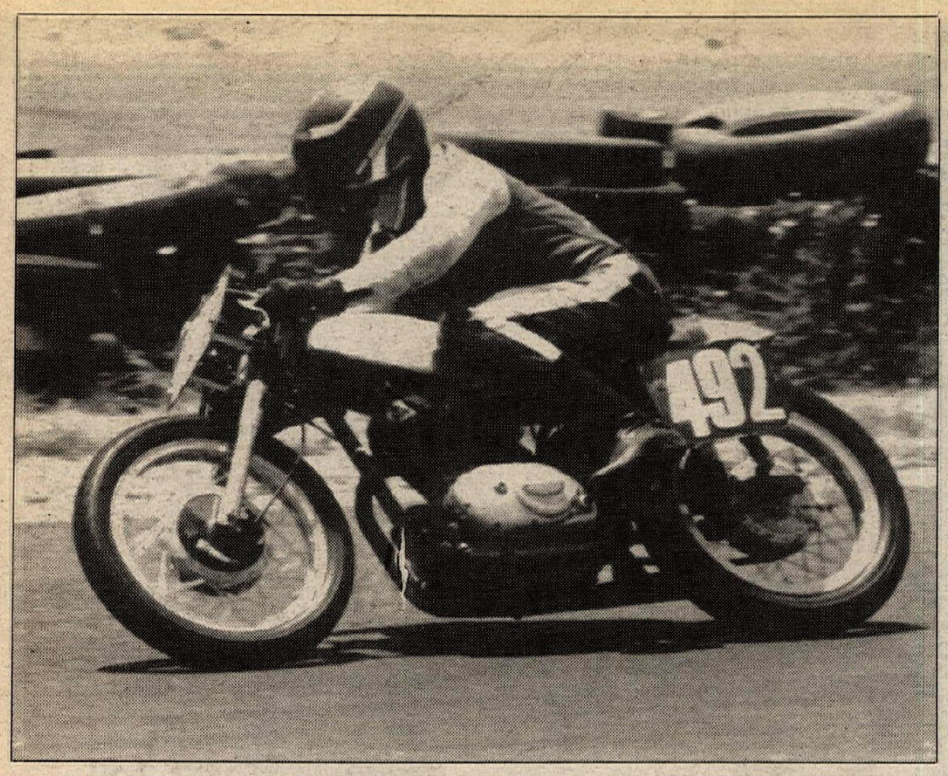


PHOTO BY CARMEN LYNAUGH

Scott Obermuller won the 350cc Lightweight class aboard his Ducati and also wrapped up the CVRG's 350cc Championship.

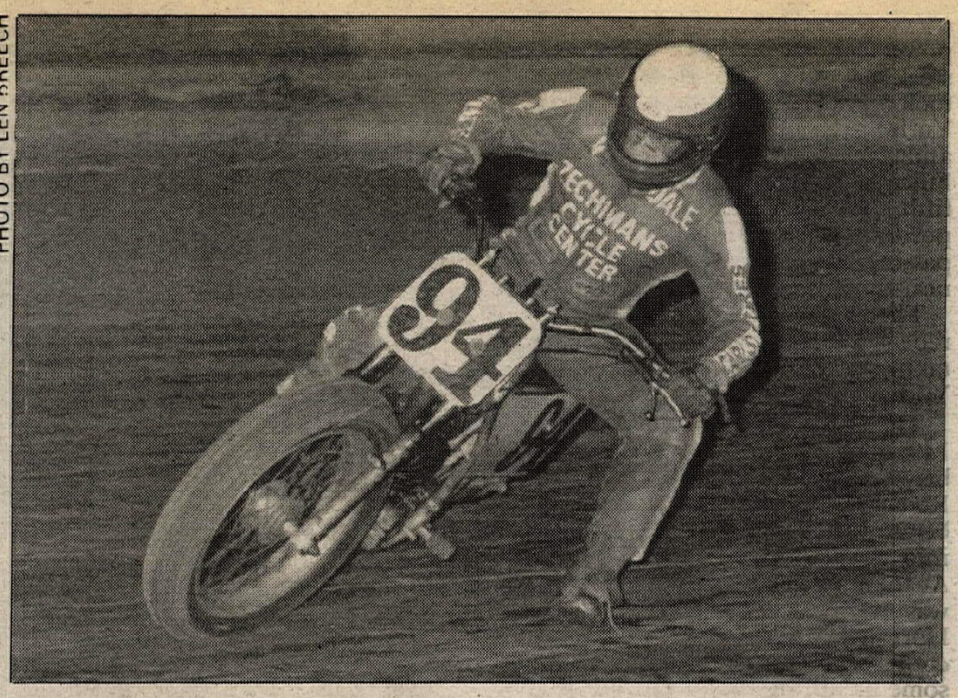


PHOTO BY LEN BREECH

Dale Gingrich closed out the season at Trail-Way Speedway with wins in both the 250 and 600cc Expert classes.

Brooker. A hard driving Cutts jammed underneath Brooker in the third turn and set out after the leader. Cutts passed Long over the staircase jump and opened a lead. Brooker went by Long in the quads then washed out in a hard packed turn and dropped to fourth. Cutts took a comfortable win while Brooker charged back to second by the finish.

Long registered another holeshot in the second moto with Brooker close behind. Cutts went out on the first lap with a fouled plug. Brooker took the lead on the second lap but couldn't shake Long. By the halfway point Long had lost contact with Brooker and had to deal with a rapidly closing Joey Crawford. Kawasaki-mounted Crawford passed Long on the fourth lap to finish a distant second behind Brooker.

Results

125 C: 1. Casey Hoover (Hon); 2. Steve Greer (Yam); 3. Leon Luna (Hon).
125 B: 1. Bobby Hearn (Hon).
250 B: 1. Dwight Duke (Kaw).
250 C: 1. Mike Hamilton (Hon); 2. John Blue Smith (Hon); 3. James Brown (Hon).
ENDR: 1. Jason Bragg (Hon); 2. John Bragg (Hon).
OPEN: 1. Hugh Gatlin (Hon).
SR MINI: 1. Shannon Brooker (Yam); 2. Joey Crawford (Kaw); 3. Bob Long (Kaw); 4. Jason Bragg (Hon); 5. Scott Moss (Hon).
JR MINI: 1. Josh Morgan (Hon); 2. Byran Johnson (Kaw).
60: 1. Byran Johnson (Kaw); 2. Brandon Hart (Hon).
P/W: 1. Jeremy Nevels (Yam); 2. Mark Ragsdale (Suz); 3. Ray Perkins (Yam).

McLean takes Vintage Championship RR

By Michael Green

SONOMA, CA, OCT. 11

Craig McLean became the first ever two-time CVRG 500cc Premier Champion with a win at the California Vintage Racing Group's Championship Series final at Sears Point Raceway. McLean and his Motorcycles Unltd/Castrol/Shoei-sponsored Matchless G50 went into the final with 95 points, three behind the BSA B50 of Dan Phillips (98). McLean, knowing he'd have to win to take the championship, brought a back-up Seeley-G50.

Once the green flag fell, McLean was committed to his regular mount, but it was Phillips who was first away and charging hard. McLean, always a slow starter, kept Phillips in sight, and by lap three was on the move to reel him in. By lap four McLean was by as Phillips overshot turn seven. From that point it was McLean all the way, though Phillips held on as he was out-horsepowered just hoping for a mistake.

McLean's post-race comment was, "Once he (Phillips) gets his lines down better, he'll be tough."

In Lightweight 350cc action the championship was still up in the air between three riders; Bret Morshead with 85 points, Scott Obermuller at 75 points and Scott Borem with 73. With only 20 points available for a win and 16 for second place, it would be anybody's race. For reasons unknow Morshead's WCBR-Ducati was at trackside (as was a backup 250 Ducati), but he wasn't. Borem was trackside with his heat, but no bike, after loosing the crankshaft at Steamboat Springs, Colorado. As for Obermuller, he and his Ducati were both on hand, and all he had to do was finish fourth or better to take over the top spot Morshead just handed to him. With the next closest points holder on the track being the Mork Racing/Castrol/Shoei Aermacchi of Fred Mork, Obermuller had no worries except finishing.

Obermuller pulled the holeshot over Mork, leading every lap and coming home a double winner.

In the 250cc Lightweight class, newly crowned AHRMA/AMA 250cc National Champion Mike Green on his WCBR/Hap Jones/Avon/Castrol/Shoei-sponsored Ducati took a flag-to-flag win to regain his CVRG 250cc title with 151-points, 59 ahead of Jeff Hecox. Hecox was also absent due to crankshaft failure at Steamboat.

In the Lightweight 250cc Two-Stroke class, Charles Sexton took the win and championship. Eric Swortsfigure finished second on his Bultaco, but not in the overall points.

Results

O/A: 1. Craig McLean; 2. Dan Phillips; 3. James Banke; 4. Scott Obermuller; 5. Mike Green.
500 PREM: 1. Craig McLean (Mch); 2. Dan Phillips (BSA); 3. Jame Banke (BSA); 4. Lou Caputo (Tri); 5. Ed Meagor (H-D).
350 L/W: 1. Scott Obermuller (Duc); 2. Fred Mork (Aer); 3. Charles Sexton (Bul); 4. Eric Swortsfigure (Bul).
250 L/W: 1. Mike Green (Duc).
350 L/W: 1. Scott Obermuller; 2. Bret Morshead; 3. Scott Borem.
250 L/W: 1. Mike Green; 2. Jeff Hecox; 3. Henry Deaton.

Gingrich, Dorsey double at Trail-Way ST

By Len Breech

HANOVER, PA, OCT. 17

Dale Gingrich and Harold Dorsey closed out the 1987 short track season at Trail-Way Speedway with a pair of wins; Gingrich taking the 250 and 600cc Expert classes and Dorsey topping the 200 and 250cc Amateurs. Ironically, Trail-Way closed out the season the way it started, by running two races in a row. Now that may not seem like much, but Trail-Way has been victimized this year by an unlucky selection of race dates, and ended up running only eight out of the 16 events scheduled.

Gingrich wasted no time in getting to the front of the 250cc class, as he led last week's winner Georgie Price, Tom Cerciello, Mike Klopp and Kenny Mohler. While Gingrich and Price pulled away, Cerciello, Klopp and Mohler got into a heated battle for third that lasted most of the race. In the late laps, Price slowed, with Mohler and Cerciello getting by him on the final lap. While Gingrich had almost a straightaway margin, Mohler and Cerciello crossed the line almost side-by-side, with Mohler getting the nod.

The 600cc final was about as easy for Gingrich's Zechman's Cycle Center-sponsored Yamaha as he grabbed the lead from Cerciello, Jim Hollister, Scott Saunders, Dave Lesnick and Richard Foard. While the front two gradually put distance between themselves, the others fought over third until the end. After starting on the penalty line, Saunders just edged out Hollister for third as they crossed the finish line.

For Dorsey, the 200cc class was the more difficult win, as it featured two of the fastest Honda 125s on the East Coast, with Jeff Kehne on the Mike Sponseller machine and Dorsey on Price's two-time National winning machine. Just to make things interesting, the field included three former class winners. Kehne took the lead from Drosey, while Jill Lautenbacher, Kevin Varnes, Mike Walton and Brian Strong had another of the many midpack battles of the evening for third. Kehne led for the first four laps but got into a nasty tank slapper coming off the second turn on the fourth lap, giving Dorsey the hole he needed while Kehne was saving it. When he got back on it, Dorsey was about 10 yards ahead which he held to the finish. In the 250cc class, Dorsey jumped in front of Gary Foard, Dave Smith, Todd Hurst and Eddie Hidden. While Dorsey was pulling away to a 20-yard margin of victory, Smith took over second as they began the third lap.

After an opening lap crash that sent three of the top 600cc Amateur riders to the penalty line, Johnny Bowers took the lead from Jim Chapman, Dallas Baer, Gary Foard and Roy Collins. Chapman took first coming off the second turn on the third lap, as Bowers seemed to have trouble adjusting to the slick track conditions in the evening dampness. Collins then took second as they came off the fourth turn on the same lap. Collins then made his charge from the penalty line complete, as he took the lead down the back straight on the sixth lap, as he won here for the first time since the second race of the year. On the seventh lap, Foard moved Bowers back another place.

Results

SR: 1. Richard Foard (Rtx); 2. Joe Heberling (Yam); 3. Harold Hillard (Rtx).
55: 1. Ricky Winsett (Yam); 2. John Winsett (Yam); 3. Josh Young (Yam).
200 AM: 1. Harold Drosey (Hon); 2. Jeff Kehne (Hon); 3. Jill Lautenbacher (Suz).
85 EX: 1. Kevin Varnes (Yam); 2. Mike Sponseller (Hon).
85 AM: 1. Brian Strong (Kaw); 2. Randy Shank (Kaw); 3. Jeremiah Alexander (Kaw); 4. Robert Miller (Yam).
250 EX: 1. Dale Gingrich (Yam); 2. Kenny Mohler (Suz); 3. Tom Cerciello (Yam); 4. Georgie Price (Kaw); 5. Mike Klopp (Vil).
250 AM: 1. Harold Dorsey (Hon); 2. Dale Smith (Yam); 3. Gary Foard (Yam); 4. Todd Hurst (Suz); 5. Junior Skiles (Yam).
600 EX: 1. Dale Gingrich (Yam); 2. Tom Cerciello (Yam); 3. Scott Saunders (Hon); 4. Jim Hollister (Rtx); 5. Dave Lesnick (Rtx).
600 AM: 1. Roy Collins (H-D); 2. Jim Chapman (H-D); 3. Gary Foard (Hon); 4. Johnny Bowers (Yam); 5. Dave Smith (Rtx).
750 EX: 1. Tom Cerciello (Tri); 2. Jim Hollister (Tri); 3. Joe Gately (Tri); 4. Clarence Bull (Yam); 5. Bob Babcock (Tri).

James robs Bakersfield Mini RR

By T. D. Deatherage

BAKERSFIELD, CA, OCT. 25

In his first mini road race, Mini Motocross Champion Jesse James raced his stock Yamaha YSR50 to first place in the 0-149 pound Stock Novice and 0-149 pound Modified Novice classes.

James put the power to the ground at the start of the first Stock Novice moto and grabbed the lead. Following in second Gary Drew closed the gap on the downhill section. Powder Puffer Linda Donovan was running third, but pulled off the course for a short time with a loose exhaust manifold. On the second lap Drew made a move on James for the lead in a left-hand corner and went on to win the heat with James gassing it for second. Donovan reentered the race and finished third.

The second heat was a repeat of the first, with Drew taking the win in his 150-199 pound class, James collecting the 0-149 pound win, and Donovan netting the Powder Puff victory.

The combined Modified Novice class saw John Luciene blast ahead of the pack on his exotic YZ80-

powered machine. James, riding a stock machine in the Modified class, took command of second place. Peter Yurfest was in third. Tim Robison and Honda MB-5-mounted Neil Fulce were battling in fourth and fifth. The top three riders held their position to the finish with Fulce passing Robison for fourth place near the end of the race.

The second heat was a virtual repeat of the first with Luciene taking the win in front of James, Yurfest, Fulce and Robison.

There was a showdown in the 0-149 pound Expert Stock class between Dennis Horton and Henry Rodarte. The start was a dead drag between the two, with Horton going into the first corner with the lead. At the halfway point Rodarte, who was trying to find a way around Horton, leaned too far over in a corner and spun out, giving Horton some breathing room. Horton went on to win, although Rodarte was gaining ground at the finish.

Second heat action saw a fierce battle between the two riders as Horton once again took the early lead with Rodarte on his tail. On the second lap, Horton took a corner a little wide and Rodarte knifed underneath him. The two traded places numerous times throughout the moto, with Horton taking the checkers a few feet in front of Rodarte.

Results

WMN: 1. Lynda Donovan (Yam).
0-149 STK NOV: 1. Jesse James (Yam).
0-149 MOD NOV: 1. Jesse James (Yam).
150-199 STK NOV: 1. Gary E. Drew (Yam).
150-199 MOD NOV: 1. Peter Yurfest (Yam); 2. Neil Fulce (Hon); 3. Tim Robison (Yam).
0-149 EX STK: 1. Dennis Horton (Yam); 2. Henry Rodarte (Yam).
150-199 EX STK: 1. Tom Cosley (Yam); 2. Will Sorensen (Yam); 3. John Van Keeken (Yam).
0-149 EX MOD: 1. Dennis Horton (Yam).
150-199 EX MOD: 1. J.R. Hess (Yam).
150-199 MOD NOV: 1. John Lucience.

DeVane claims win at Gatorback Motocross

By Athie Sanders

GAINESVILLE, FL, OCT. 11

Vince DeVane claimed the overall win in the 125cc A class during round five of the Scott USA/Maxima sponsored, SuperSports promoted-1987 Florida State Championship Gold Cup Series at Gatorback Cycle Park.

DeVane nailed the holshot at the start of the first moto to ride a wire-to-wire win. Tom Rice, soaring behind him in lap two, got a little crooked and crashed. Chris Locke, Harold Matthews and Earl May piled on top of him as they landed off the blind jump. Rice was forced to retire for the day with what appeared to be a bruised wrist. May sat out with major frame damage to his brand new bike. Alan Andreu finished second. Chuck Bell charged from an end of the pack start to claim third ahead of Kyle Tallent and Matthews.

DeVane finessed his way into the lead at the start of moto two with Andreu, Bell and Matthews pushing him through the first turn.

Andreu later said, "In the first moto DeVane took the holeshot and was gone. In moto two I was able to stay on him for a few laps, then I made some mistakes and he pulled away."

Andreu left in his wake some hot and heavy action as he chased after the leader. Matthews passed up Bell scaling a jump, but Bell charged back around him. They diced to the end. Bell held on to claim the third place finish ahead of Matthews. Keith Fox, after starting dead last, worked his way up to finish fifth.

When the gates dropped at the start of the first 250/500cc A class moto Andreu beat the pack to the first turn. But DeVane cut under and also opened the door for May and John Reinholt to get around. DeVane pulled away and cruised out front. Fox picked his way toward the front of the pack but suddenly pulled over to the side of the track and stopped when his shock went out. Reinholt moved by May, then he was in the lead. DeVane was sitting at the side of the track with a disabled bike. Reinholt led May, Andreu, Jon McCabe and Seidl across the finish line to round out the top five.

The second moto holeshot belonged to May. DeVane slipped under him only to have May back out front seconds later. DeVane, Reinholt, Andreu and McCabe followed the leader into the gator pit where DeVane regained the lead. The front runners then spread out. McCabe did reel in Andreu and got around him to finish fourth.

Results

65 (7-11): 1. Kenny Yoho (Kaw); 2. Jason Sybert (Hon); 3. Ricky Carmichael (Kaw).
85 (7-11): 1. Chris Brown (Kaw); 2. Matt Harrell (Yam); 3. Josha Latina (Suz).
85 (13-15): 1. Daryl Youngblood (Yam); 2. Derek Youngblood (Yam); 3. Anthony Paggio (Kaw).
125 A: 1. Vince DeVane (Suz); 2. Alan Andreu (Hon); 3. Chuck Bell (Hon).
125 B: 1. Marcus Pedrero (Hon); 2. Jerry Sales (Yam); 3. Dean Baker (Hon).
125 C: 1. Max Sisk (Hon); 2. William Vanarsdale (Hon); 3. Bradley Ruel (Kaw).
250 A/50 A: 1. John Reinholt (Yam); 2. Earl May (Hon); 3. Jon McCabe (Hon).
250 B: 1. Mike Drew (Hon); 2. Justin Jackson (Suz); 3. Jeff Finkhousen (Yam).
250 C: 1. Brian Broussard (Yam); 2. Dustin Hotson (Kaw); 3. Jeff Warrington (Hon).
OPEN NOV: 1. Rick Perry (Yam); 2. Scott Taylor (Hon); 3. Roger Keene (Hon).
25 PLUS: 1. John Rienholt (Yam); 2. Kevin Seidl (Yam); 3. Jerry Sales (Yam).
SR: 1. David Ellis (Hon); 2. David Indiveri (Yam); 3. Robert Hunter (Hon).

PHOTO BY ATHIE SANDERS

Vince DeVane won the 125cc A class at Gatorback Cycle Park.

Russell, Szarek win at Summit Point RR

By Michael D. Green

SUMMIT POINT, WV, OCT. 18

Scott Russell and Glenn Szarek each came away with $500 of Yamaha money at the final event of the year at Summit Point Raceway.

Szarek was the early leader of the A Production event on his FZ750 and put some distance on Russell. Russell was having problems with his brakes but once they started to bite he used the superior horsepower of his FZR1000 to reel in Szarek and was an easy winner.

Szarek led the B Production race from flag-to-flag, finishing with a

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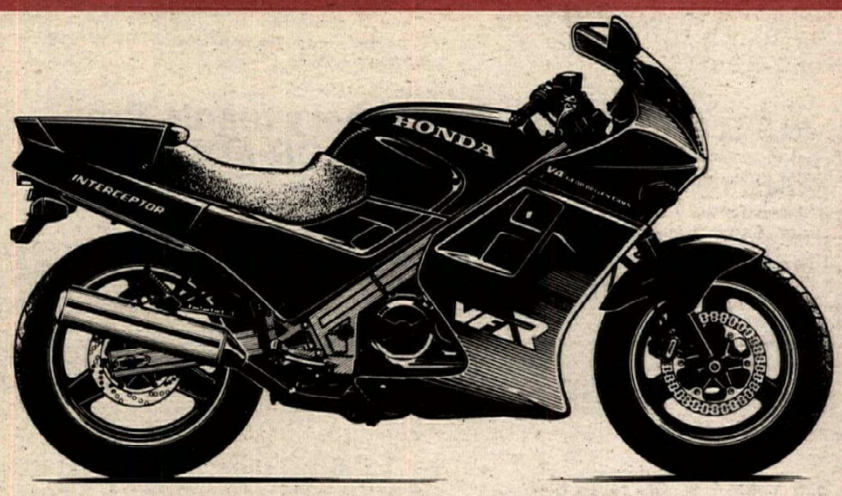

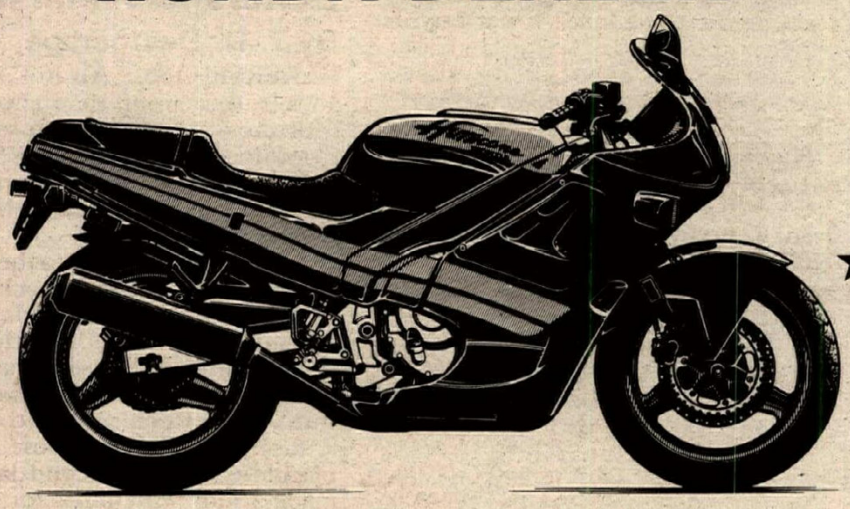

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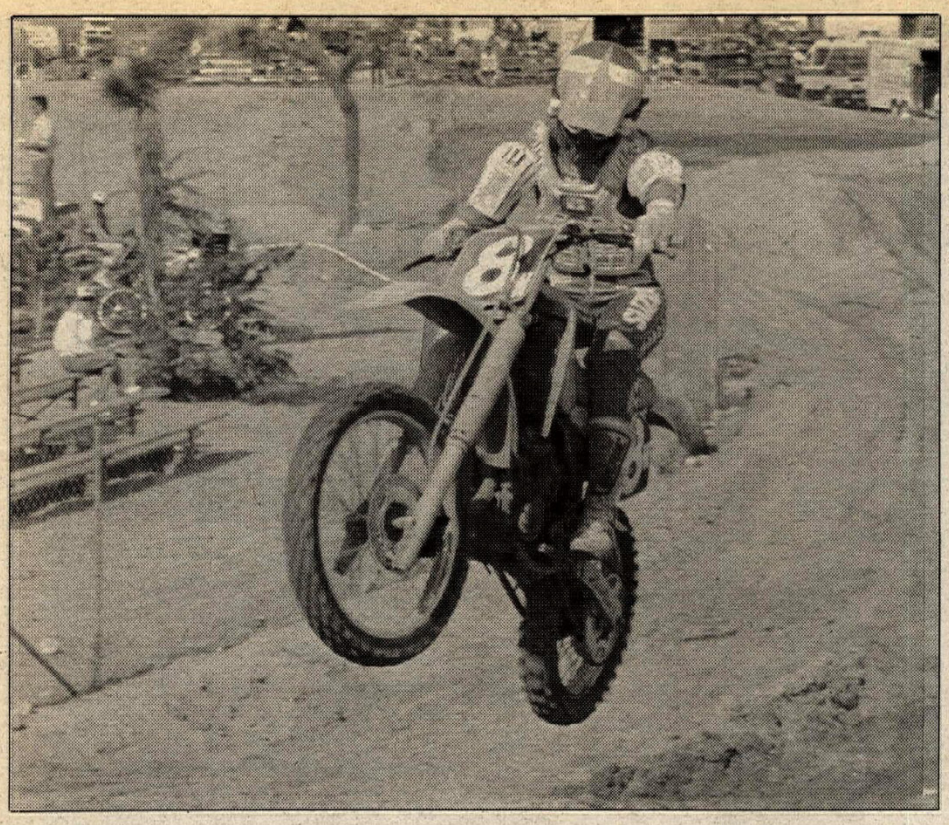

PHOTOS BY TERRY REZEK

Tami Rice passed Dana Evenson early in both Women's Expert motos to take the overall win at Los Angeles County Raceway.

10-second advantage over Jeff James.

Russell and Szarek squared off again in the final race of the year, the combined A Superbike/Formula One event. Only three riders took to the grid and as the flag dropped Russell popped a huge wheelie and Szarek went sideways in a big slide. Russell led the dash to turn one and the race was over two laps later when Szarek crashed hard in the fast turn three.

"My countershaft sprocket came off," explained Szarek afterwards. "I was downshifting but it had no effect. The front end washed out when I hit the dirt."

Russell entertained the crowd with wheelies for the remainder of the race.

David Murray was the winner of the C Production, Formula Two and D Superbike event. Murray diced with Steve Harrison in the C Production race but was able to stretch out a lead after Harrison experienced some wild rear wheel hopping while braking into the carousel. Harrison fitted a pipe and carb kit to his Honda Hurricane for the C Superbike race and used the extra ponies to finish five seconds ahead of Murray.

Results

A S/BK F-1: 1. Scott Russell (Yam); 2. Mark Kropp (Yam).

B S/BK EX: 1. Glenn Szarek (Yam); 2. Jeff James (Yam); 3. Chris Quinn (Yam); 4. Mark Kropp (Yam); 5. John Lopez (Suz).

B S/BK NOV: 1. Charles Elstner (Hon); 2. Kenneth McIntyre (Suz); 3. Paul Youngman (Yam); 4. Russ Bazzarre (Yam); 5. Pat Vanath (Suz).

C S/BK EX: 1. Steve Harrison (Hon); 2. David Murray (Hon); 3. Robert Von Nessen (Yam); 4. Bill Himmelsbach (Hon); 5. David Flamm (Hon).

C S/BK NOV: 1. Duane Francis (Hon); 2. Paul Youngman (Hon); 3. David Clyde (Hon); 4. Russ Bazzarre (Yam); 5. Juan Veras (Kaw).

D S/BK EX: 1. David Murray (Yam); 2. Larry Burkholder (Yam); 3. John Lowman (Yam); 4. Mark Long (Yam); 5. Barry Schwartz (Hon).

D S/BK NOV: 1. Kevin Moran (Yam); 2. Craig Shambough (Kaw); 3. Ron Gelwicks (Yam); 4. Thomas Stewart (Yam); 5. Robert Farkas (Yam).

F-2 EX: 1. David Murray (Yam); 2. Larry Burkholder (Yam); 3. David Smith (Yam); 4. Dan Reif (Hon); 5. Barry Schwartz (Hon).

F-2 NOV: 1. Craig Shambough (Kaw); 2. Ron Gelwicks (Yam); 3. Bill Cardell (Yam); 4. Michael Sabatino (Yam); 5. Robert Farkas (Yam).

F-3 EX: 1. Harry Morse (Kaw); 2. Al Lainhart (Hon).

F-3 NOV: 1. Greg Alt (Kaw); 2. Mike Varnes (Hon); 3. Jack Brill (Kaw); 4. Charles Bell (Hon); 5. Jeff Mills (Hon).

A PROD EX: 1. Scott Russell (Yam); 2. Glenn Szarek (Yam); 3. David Smith (Suz); 4. Jeff James (Yam); 5. Chris Quinn (Yam).

A PROD NOV: 1. Kenneth McIntyre (Suz); 2. John Marunich (Suz); 3. Charles Elstner (Hon); 4. Jay Endre (Suz); 5. Robin Nicholas (Yam).

B PROD EX: 1. Glenn Szarek (Yam); 2. Jeff James (Suz); 3. Kurt Hall (Yam); 4. Dave Smith (Suz); 5. Chris Quinn (Yam).

B PROD NOV: 1. Charles Elstner (Hon); 2. Kenneth McIntyre (Suz); 3. Tom Cason (Suz); 4. Paul Youngman (Yam); 5. Pat Vanette (Suz).

C PROD EX: 1. David Murray (Hon); 2. Steve Harrison (Hon); 3. Jeff Dean (Hon); 4. John Lowman (Hon); 5. Bill Himmelsbach (Hon).

C PROD NOV: 1. Duane Francis (Hon); 2. David Clyde (Hon); 3. Michael Tiberio (MG); 4. Thomas Murray (Yam); 5. Jay Bartlow (Yam).

D PROD EX: 1. David Smith (Yam); 2. Thomas Detture (Yam); 3. Fred Kalinowski (Yam).

D PROD NOV: 1. Craig Shambough (Kaw); 2. Kevin Moran (Yam); 3. James Habel (Kaw); 4. David Easom (Hon); 4. Richard Olakowski (Yam).

CLBMN EX: 1. Larry Burkholder (Yam); 2. Barry Schwartz (Hon); 3. Cliff Niblock (Hon); 4. Chris Kallfelz (Hon); 5. Bill Putt (Hon).

CLBMN NOV: 1. Bill Cardell (Yam); 2. Rick Steffey (Yam); 3. Richard Oldakowski (Yam); 4. Jeff Leinbach (Yam); 5. Kyaw Thin (Yam).

V-1: 1. Brad Morrison (Duc); 2. Ray Sheldon (Bul); 3. Phillip Friday (Hon).

V-2: 1. Brad Morrison (Duc); 2. F.C. Smith (BSA); 3. David Paller (BSA); 4. Ray Sheldon (BSA); 5. Ted Hubbard (BSA).

V-3: 1. Jesse Morris (Tri); 2. Pat Moroney (H-D); 3. James Siemer (Nor); 4. Brad Morrison (Duc); 5. Chuck Chirco (BMW).

V-4: 1. Jesse Morris (Tri); 2. Karl Myers (BMW); 3. James Siemer (Nor); 4. David Fine (M-G); 5. John Harrison (BMW).

Mabery mauls Pros at LACR MX

By Terry Rezek

PALMDALE, CA, OCT. 25

Jeff Mabery led every lap of all four motos to earn first money in both the 125 and 250cc Pro classes today at L.A. County Raceway. Ken Zahrt ran a strong second in the 250cc event and amused himself with stylish jumps when it became apparent that Mabery was uncatchable.

Jeff Black came in third overall in the 250cc Pro race while Jeff Stanford followed Mabery across in both motos of the 125cc Pro event to take second overall in the class. Near the end of the first 250cc moto, Mabery broke his rear shock but still won. Mabery took the shock off his 125 and rode the second 250cc moto with it. Surprisingly, it survived the extra weight and horsepower to give him another easy win.

Expert Dana Evenson jumped her Yamaha past all others as the gate fell for moto one of the Women's class. Another Expert, Tami Rice, was right on Evenson's trail. Rice moved into the lead at the start of lap two but Evenson did not back off. She stayed within 10 feet of Rice for the next five laps, looking for a passing opportunity that never came. Rice took the moto, followed by Evenson and Gale "MX Mom" Webb.

Moto two was a carbon copy of the moto one action, except that Sheri Lawory moved into third when Webb didn't start.

George Andrews grabbed an instant lead as the gate fell for moto

Sean Stiles won the 250cc Beginner class at LACR.

one of the 500cc Novice event. Kelly Wade quickly moved up into second and set out after Andrews. Wade settled for second when he ran out of time before Andrews ran out of steam.

In moto two Andrews found himself behind Jim O'Neal and could not get around. Andrews pushed hard but wound up in second anyway. That was good enough for first overall, however, since O'Neal had a third in moto one. Wade picked up the points for third overall.

Results

80 BEG: 1. Adam Watters (Kaw); 2. Nick Mairose (Kaw); 3. Joe DiPatto (Hon).

80 NOV: 1. Jimmy Butler (Suz); 2. Cory Davis (Hon); 3. Nathan Redmond (Kaw).

80 EX: 1. Butch Smith (Suz).

VET BEG: 1. Rick Alcazar (Hon); 2. Don Durrer (Hon0; 3. Randy Wysocke (Kaw).

VET NOV: 1. Rex White (Kaw); 2. Danny Gonzales (KTM); 3. Wayne Cummings (Hon).

VET INT: 1. Lowell Spiva (Hon); 2. Bob Alvis (Hus); 3. Victor Triepke (Yam).

VET EX: 1. Ken Zahrt (Hon); 2. Terry Davis (Hon).

SR BEG: 1. Gene Dempsey (Hon).

SR NOV: 1. Steve Dunlap (Hon); 2. Dal Calais (Kaw); 3. Wayn Obleness (Hon).

SR INT: 1. Ron Cole (Suz).

SR EX: 1. Robert Fortier; 2. Jim O'Neal (Hon).

125 BEG: 1. Jon Hughlett (Yam); 2. Bernie Michael (Kaw); 3. Vincent Ramos (Suz).

125 NOV: 1. Scott Hoffman (Hon); 2. Gary Hedding (Kaw); 3. Scott Tackas (Suz).

125 INT: 1. Randy Moody (Hon); 2. Justin Souza (Yam); 3. Jeff Barbacovi (Yam).

125 PRO: 1. Jeff Mabery (Yam); 2. Jeff Stanford (Suz); 3. Scott Brown (Yam).

250 BEG: 1. Sean Stiles (Hon); 2. Kenny Watson (Yam); 3. Sean Haworth (Hon).

250 NOV: 1. Earl Watters (Kaw); 2. Eric Bush; 3. Scot Bristol (Yam).

250 INT: 1. Jeremy McGrath (Yam); 2. Jamie Morabito (Yam); 3. Merle Hammer (Yam).

250 PRO: 1. Jeff Mabery (Yam); 2. Ken Zahrt (Hon); 3. Jeff Black (Suz).

500 BEG: 1. Marty Firestone (Suz); 2. Randy Wysocke (Kaw); 3. Dean Loope (Yam).

500 NOV: 1. George Andrews (Hon); 2. Jim O'Neal; 3. Kelly Wade (Hon).

500 INT: 1. Alan Coats (Yam); 2. Jamie Morabito (Yam); 3. John Greenway (Hon).

WMN NOV: 1. Angie Sellers (Hon); 2. Kathy Jo Ehrp (Hon); 3. Joy Ames (Hon); 4. Teal Nakayama (Hon).

WMN INT: 1. Lori Hedstrom (Yam).

WMN EX: 1. Tami Rice (Suz); 2. Dana Evenson (Yam); 3. Sheri Lawory (Hon); 4. Gale Webb (Hon).

Komer wins again at Cayuta Trials

By George Brinkwart

CAYUTA, NY, OCT. 25

Premier rider Mike Komer posted yet another win at District 4's final event of the 1987 season held in Cayuta. With great fall weather, clerk Carl Benedict put on an interesting 16 section trial. Many off-camber roots, angled logs, and steep hills were the order of the day. Riders needed proper body placement over their bikes, or both rider and bike would come sliding back down the hills. Just to add a twist Benedict also tossed in a muddy section.

Komer proved that he has mastered the art of log climbing as he turned in the lowest score in section 14. There, riders had to overcome a three foot log while executing a right-hand turn. Then they had to turn around and go over the same log further down where the branches lay all twisted and gnarled. From there it was down into a creek, and right back up the other steep side, around a few trees and back into the rock-strewn creek. Riders then blasted up the bank and over more logs, did a left turn, and then finally straddled the bank between a tree and the drop-off to find the exit markers.

Afterwards Komer commented, "The sections were great, traction was there but was unpredictable. A nice trials."

Advanced rider Jody Bliss did some very consistent riding, winning his class with 85 points. Richard Rose won the Intermediate class with 41 points. LaVern Bowen won the Senior A class, clinching his year-end number one spot. Senior B rider Kevin Kunkle took top honors in his class with only eight points.

Voss Fernandez took first place in the Novice class with 24 points and seems to have his riding back together after ironing out a few problems he was having with his bike. Fernandez cleaned four sections all day, and collected points in the rest.

Afterwards he said, "This was a fun event in every way. Since this was the last event, a lot of the pressure was off. A great day."

Beginner rider Lee Porter won his class with 25 points. In the Sportsman class, Charlie Camin won with 61 points.

Results

PREM: 1. Mike Komer (Mon).

NOV: 1. Voss Fernandes (Yam); 2. Keith Winters (Bul); 3. Ralph Wilson; 4. Karl Heise (Yam); 5. Pat McGraw (Bet).

EX: 1. Ken Clark (Yam); 2. Brock Sattelmeier (Yam); 3. Sam Brown (Yam); 4. Larry Howarth.

BEG: 1. Lee Porter (Yam); 2. Jeff Borst (SWM); 3. Chris Smith.

ADV: 1. Jody Bliss (Yam); 2. Mike Davis (Yam); 3. Bob Foringer (Mon); 4. David Karst (Yam); 5. Mark Pettit (Yam).

SPTSMN: 1. Charlie Camin (Mon); 2. Karl Medinger (Bet).

INT: 1. Richard Rose; 2. Marty Terpstrer (Bet); 3. Mark Swan (Yam); 4. Joe Shevalier (Mon); 5. Regan Faught (Bet).

SR B: 1. Kevin Kunkle; 2. Ron Bors (Fan); 3. Dick Oliver (Mon); 4. Larry Lovel (Yam); 5. John Knapp (Yam).

McBride grabs win at Lodi MX

By Mikki McBride

LODI, CA, OCT. 24

Chad McBride switched from short track to motocross and surprised everyone by winning the 80cc Novice-Junior class at the Lodi Cycle Bowl.

In the first moto, Herbie Callen, astride his fast little Honda, was first off the line with Kawaskai-mounted McBride right behind him in second place. Another Honda rider, Anthony Freeman, was bringing up the third spot with Yamaha-mounted John Azzaro in fourth. McBride stayed right on Callen's tail all the way until Callen went down going over some jumps. McBride swooped into first place and managed to gain a pretty long lead at the checkered flag.

In the second moto, Freeman gained the holeshot off the line with McBride again riding a close second. Freeman would extend his lead on the straights and McBride would catch him on the jumps coming along the infield. Callen lost it on the plateau jump which allowed Azzaro to pass for third and Cory Yarrow to nab fourth on a Yamaha. On the third lap, Freeman was down on a jump after leaping into the air and McBride again took over the first spot. McBride was over the finish line first to get the overall win.

In the 250-500cc Junior class Randy Law managed to outride Mike Menning, Kris Kiser and Dan McDonnell to grab first.

Danny Grelle sprung into first in the 125cc Novice class ahead of Suzuki-mounted Mike Anderson and Kawasaki-mounted Tim Selby.

Tommy Knight took a first in the Vet class riding a Suzuki. It looked like Allen Yarrow may have won that race on a Yamaha, but was put back after cutting the course.

Results

P/W: 1. Casey Yarrow (Kaw); 2. Kenny Schneider (Yam); 3. Rick Bowling (Suz); 4. Tony Souza, Jr. (Yam).

80 NOV-JR: 1. Chad McBride (Kaw); 2. Anthony Freeman (Hon); 3. John Azzaro (Suz); 4. Herbie Callen III (Hon); 5. Cory Yarrow (Yam).

125 NOV: 1. Danny Greele (Yam); 2. Mike Anderson (Suz); 3. Tim Selby (Kaw); 4. Paul Polhemus (Kaw); 5. Scott Chappell (Kaw).

VET: 1. Tommy Knight (Suz); 2. Allen Yarrow (Yam); 3. James Buchanan (Suz).

250-500 NOV: 1. Ross Occhipinti (Hon); 2. Tony Souza (Yam); 3. Ronnie Knight (Suz); 4. Dean Chisum (Hon); 5. Joe Pineda (Yam).

250-500 JR: 1. Randy Law (Hon); 2. Mike Menning (Hon); 3. Kris Kiser (Hon); 4. Dan McDonnell (Hon).

Moore is the master at Monterey ST

By Mike Vancil

MONTEREY, CA, OCT. 17

The experts were out in force at the second round of the Hi-Point Series promoted by R & D Enterprises at the Monterey County Fairgrounds and Danny Moore turned out to be the force to be reckoned with as he won the main. The competitors ran a divided class for the heat races but came together for one final.

By far the most spectacular heat race win was in the second heat when P.J. Sanchez came from midpack to blast by everyone in front of him. Finishing second to Sanchez was Craig Johnson.

The first heat race was won by Moore on a Honda. Moore got an excellent start and came onto the back stretch with just the momentum and track positioning to put his competition behind him for the whole distance.

The final was a wild one to get started as nervous riders were not easily gridded. A false start put two riders on the penalty line and when the green light did come on there was a first corner spill which brought out the red flag and another restart. Finally the event got underway with everyone but Rob Dameron. Moore proceeded to put quite some distance between his Honda and the second place Rotax of Dan Cahoon's. Cahoon wanted to work on catching up to Moore but was faced with the more serious problem of keeping Steven Mayfield and his Rotax at bay. Several times during the final Craig Johnson put his Rotax into the battle for second place. By the eighth lap Cahoon and Mayfield pulled out a little from Johnson. Late in the event Moore began to lap the back markers and did so without a problem. Cahoon and Mayfield, however, were having to pass the back markers together, one on each side.

Results

P/W (3-5 YRS): 1. Jesse Dawson (Yam); 2. Christopher Canepa (Yam); 3. Robbie Mayfield Jr. (Yam); 4. Bryan Grier (Yam).

P/W (6-9 YRS): 1. Junior Alvernaz (Yam); 2. Michael Hannas (Suz); 3. Speedy Gonzales (Yam); 4. Craig Gonzales (Yam); 5. Justin Stillwell (Yam).

60 NOV: 1. Helder Alvernaz (Kaw); 2. Robert Stevenson (Yam); 3. Don Hart (Kaw); 4. John Dawson Jr. (Kaw); 5. Shawn Russell (Kaw).

80 NOV: 1. Johnny Murphree (Kaw); 2. Robert Stevenson (Yam); 3. Shaun Russell (Kaw); 4. Don Hart (Yam); 5. Timmy Alvernaz (Yam).

MINI JR/EX: 1. Jake Zemke (Yam); 2. Brian Sgheiza (Kaw); 3. Jeff Gabhart (Kaw).

250 NOV D-1: 1. Perry Lang (Yam); 2. Tracy Dawson (Yam); 3. Dan Argano (Hon); 4. Greg Sowle (Yam); 5. Lonnie Pauley (Hon).

250 NOV D-2: 1. Jeff Stob (M-S); 2. Mike Sturgill (Hon); 3. Don Canet (Hon); 4. Michelle DiSalvo (Yam); 5. Norman Nesbit (Yam).

250 JR: 1. Jimmy Higuera (Hon); 2. Anthony Mitchell (Hon); 3. Clay Chambers (Hon); 4. Greg Soderer (Hon); 5. Louis Canepa (Kaw).

500 NOV D-1: 1. Lonnie Lacy Jr. (Yam); 2. David Freeze (Yam); 3. Robert Jones (Hus); 4. Don Canet (Hon); 5. Tom Lacy (Yam).

500 NOV D-2: 1. Rick Coleman (Yam); 2. Carl Stevenson (Yam); 3. Dan Espinosa (Hon); 4. Dan Argano (Hon); 5. John Pierce (Yam).

OPEN NOV: 1. Lonnie Lacy Jr. (Yam); 2. Rick Coleman (Yam); 3. Dan Argano (Hon); 4. Greg Sowle (Yam); 5. Tom Lacy (Yam).

500 JR: 1. Jim McCarter (Yam); 2. Steve Stewart (Yam); 3. John Pack (Yam); 4. Patrick Vacchieri (Yam); 5. Anthony Giammanco (Yam).

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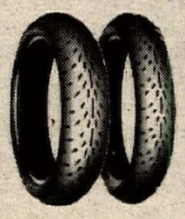

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PHOTO BY DAVID PROCIDA

Willy Musgrave finished second in the 250cc Pro class at the final round of the Western USA Championship Series at DeAnza Cycle Park.

OPEN JR:: 1. Steve Stewart (Yam); 2. Anthony Giammanco (Yam); 3. John Pack (Yam); 4. Jim McCarter (Yam); 5. Gary Vincelet (Yam).
500 EX: 1. Danny Moore (Hon); 2. Dan Cahoon (Rtx); 3. Steve Mayfield (Rtx); 4. Craig Johnson (Rtx); 5. P.J. Sanchez (Rtx).
VET: 1. Jack Cook (Hus); 2. Joe Kamm (Yam); 3. Tom DiSalvo (Yam); 4. Art Stillwell (Hon); 5. John Dawson (Yam).

Danylo hot at De Anza MX

By David Procida

SUNNYMEAD, CA, OCT. 18
SMX hosted the final round of the Western USA Championship Series at the well-prepped De Anza Cycle Park track and the 125cc class was the first to leave the starting line.

The top three riders were all within range of the number one position and in division one "Wild" Willy Lawton piloted his Suzuki to a pair of seconds, thus putting the pressure on Seth Boldman and Tiger Garcia who were in the second divison of the 125cc Beginners. Garcia needed to place within the top two slots to clinch the series overall but could only manage a third today, dropping him to the number three slot. Boldman, who was leading the class going into the race, had an even worse day and finished seventh and had to settle in the runner-up position, as Lawton's second overall today pushed his points total into the Championship Series win. In the 250cc Intermediate class the series point leader Peter Buggle rode a conservative race to take the series win over Jim Hawkins, who pushed his Honda to a second moto win and beat Buggle in the day's racing but had to settle for a very respectable second in the series.

Intermediate (125cc) rider Mike Chamberlain went into the final race with a very comfortable point lead and only needed to finish to win the series overall. He suffered a first corner spill that left him in last place on the first lap, Mike remounted and put on a charge that carried him into fourth by the end of the moto. He backed this up with a second moto second place finish which was good for third overall and a 80-plus point lead on second place Jeff Fine. Today's overall winner Randy Danylo boosted his point total up enough to claim third in the series.

In the Vet classes Larry Miller headed the Vet Beginners from the series start to the closing moto with Mark Dennis constantly riding in Miller's shadow.

In the Vet Novice ranks Carl Shockley and Bob Sullivan diced for rider superiority in the class with Shockley building a small cushion of points when Sullivan missed round three. The battle for third came down to the last round with Anthony Procida taking the final round over Ken Feulner. Procida holeshot moto two but couldn't hold off the charges of Shockley and Sullivan. When the point tally was added up Feulner had out-scored Procida by a few points and took third overall in the series.

Results

VET BEG: 1. L.A. Miller (Kaw); 2. Mark Dennis (Hon); 3. Randy Paul Wysocki (Kaw).
VET NOV: 1. Carl Shockley (Kaw); 2. Bob Sullivan (Hon); 3. Anthony Procida (Hon).
VET INT: 1. Lee Amaradio Jr. (Yam); 2. Earl Shuler (Yam).
VET EX: 1. Glen Page (Hon); 2. Art Oliver (Hon); 3. Vic Curti (Yam).
80 STK BEG: 1. Aaron Wenstrup (Yam); 2. Donald Upton (Kaw); 3. Tim Enoch (Kaw).
80 STK NOV: 1. Chuck Kinne (Kaw); 2. Kevin Shafer (Kaw); 3. David Casada (Suz).
80 STK INT: 1. Ray Hensley (Yam).
80 MOD NOV: 1. Kavika Shibuya (Suz); 2. Edward Jay (Suz); 3. Travis Fleming (Hon).
80 MOD INT: 1. Ray Hensley (Yam).
125 BEG D-1: 1. Chris Holland (Hon); 2. William Lawton (Suz); 3. GAry Butcher (Yam).
125 BEG D-2: 1. Kirk Page (Kaw); 2. Kraig Clement (Kaw); 3. Tiger Garcia (Hon).
125 NOV: 1. Marc Matson (Hon); 2. Louie Romo (Yam); 3. Jeff Griffin (Hon).
125 INT: 1. Randy Danylo (Kaw); 2. Jon Levey (Hon); 3. Mike Chamberlain (Yam).
125 PRO: 1. Ed Arnet (Yam); 2. Andy Northrup (Hon).
250 BEG: 1. Chris Jackson (Hon); 2. Scot Bennett (Kaw); 3. Mike Jensen (Hon).
250 NOV: 1. Bobby Penalosa (Yam); 2. Jim Wagoner (Kaw); 3. Earl Watters (Kaw).
250 INT: 1. Richard Geraghty (Yam); 2. Masa Shibuya (Kaw); 3. Jim Hawkins (Hon).
250 PRO: 1. Craig Davis (Yam); 2. Willy Musgrave (Kaw); 3. Mark Decker (Kaw).
500 BEG: 1. Marty Westerman (Kaw); 2. Ron Sheldon (Hon); 3. David Gold (Hon).
500 NOV: 1. Greg Keim (Hon); 2. Bryan Ricahrdson (Yam).
500 INT: 1. Ken Erb (Hon).

Niemi nabs title, Scott wins at Mora MX

By Rolfe Otterness

MORA, MN, OCT. 11
John Niemi wrapped up the only undecided MX championship in District 23 and took the 250cc Expert class with a steady ride to a fourth overall at the final race of the year at Berm Benders' raceway. Jim Scott Jr. was the overall winner. Four riders theoretically had shots at the number one plate — Niemi, Chris Hughes, Scott and Pat Riley. Niemi, however, only needed a 12th to join Robbie Engstrom, 125cc class champ, and Jeff Sorensen, Open class winner, atop the season standings.

Riley jump to an early lead in the first moto with Hughes pulling into second. Hughes went down before the completion of the second lap, losing many positions. Niemi passed Dave Henry when Henry dumped it. Niemi held on to second while Riley cruised out front. In the later laps Niemi's bike began sputtering after sucking dust. Only on the last lap did he let Scott and Henry get by. Gary Bronikowski took fifth.

Scott burst from the line to lead the way in the second moto with Niemi holding second. Bronikowski roosted by Niemi to take second on the third lap but trailed Scott by a considerable margin. Three laps later he reeled him in and made the pass after closing through the whoops. Scott followed him in and took the overall. Henry, Riley, and Niemi trailed at the checkered. Scott's performance combined with Hughes tough day wrapped up second in the point standings for the year.

Rob Engstrom motored out front in the first 125cc Expert moto to take the win with Greg Nelson and Tim Bartylla in pursuit. In the second moto, he led again by the second lap and began to pull away for an eventual win. Nelson took second after dealing with Bartylla, and Tait moved up for third.

Results

MINI P/W: 1. Jim Povolny Jr.; 2. Craig Cunningham; 3. Robbie McDowell.
MINI JR: 1. Jim Povolny, Jr.; 2. Craig Cunningham; 3. Robbie McDowell.
MINI SR. 1. Brandon Backes; 2. Pat Donaho; 3. ERic Metzger.
YTH: 1. Chad Cunningham; 2. Lee Erickson; 3. Craig Lynch.
SR B: 1. Fred Fredrickson; 2. Doug Muellner; 3. Mark Igoe.
SR EX: 1. Craig Rutschow; 2. Jerry Schulze; 3. Paul Holland.
OVER 40: 1. Robert Adams; 2. Jerry Becker; 3. Walter Knight.
125 B D-1: 1. Robert Eyolfson; 2. Troy Johnson; 3. Lee Cemensky.
125 B D-2: 1. James Wakefield; 2. Wayne Wieberdink; 3. Aldo Cirelli.
125 INT: 1. Chris Laipple; 2. Chad Cunningham; 3. Asko Natti.
125 EX: 1. Robbie Engstrom; 2. Greg Nelson; 3. David Tait.
250 B: 1. Jeff Bosek 2. Jason Todora; 3. John Matalanki.
250 INT: 1. Mike Anderson; 2. Jack Pearson; 3. jim Szykulski.
250 EX: 1. Jim Scott, Jr.; 2. Pat Riley; 3. Dave Henry.
OPEN B: 1. Alan Gulbrandson; 2. Dan Walters; 3. Earl Kinsey.
OPEN INT: 1. Miek Prudhomme; 2. Brad Konsor; 3. Mike McNeil.
OPEN EX: 1. Jeff Sorensen; 2. Brian Carney; 3. Lonnie Bredeson.

Johnson jams to Monterey ST win

By Mike Vancil

MONTEREY, CA, OCT. 10
Rotax-mounted Craig Johnson was victorious in the 500cc Expert class at the first round of the five race High-Point Series of the events promoted by R & D Enterprises at Monterey County Fairgrounds.

The formula he used in the 10-lap heat race also worked in the 12-lap main event; in both he had the lead by the time the pack reached the exit of turn two on the first lap. His nearest competitor in both the heat and the final was Steven Mayfield on another of the Rotax rigs. It seemed that it was only Johnson who was willing to dive into the corners hard and show the bottom of the cases to those spectating in turns one and three. The track, an approximate one-eighth mile, was a tad slick but it was all finesse for Johnson and no one else could match it. Mayfield came from fourth at the start of the main to grab second place by midrace but he could not gain an inch on Johnson.

In other class action it was the Faltersack brothers taking home first and second place trophies in the Veteran class. Fred Faltersack was an overwhelming favorite going into the final as he had handily won his heat race. The challenge was expected to come from Joe Kamm. At the green light start of the main it was Fred Faltersack, Kamm and Gary Faltersack. By the third lap Gary Faltersack had slipped under Kamm's Yamaha and latched onto the trail blazed by his brother. They finished with Fred Faltersack in first, Gary Faltersack second and Kamm third.

Results

P/W: 1. Craig Gonzales (Yam); 2. Paul Gonzales (Yam); 3. Junior Alvernaz (Yam); 4. Michael Hannas (Suz); 5. Jessee Dawson (Yam).
60 NOV: 1. Johnny Murphree (Kaw); 2. Don Hart (Kaw); 3. Helder Alvernas (Kaw); 4. Robert Stevenson (Yam); 5. Curtis Peebles (Kaw).
60 JR: 1. Gary Ferravanti Jr. (Kaw); 2. Brian Sgheiza (Kaw); 3. Jeff Gabhart (Kaw).
80 NOV: 1. Dan Hart (Yam); 2. Robert Stevenson (Yam); 3. Johnny Murphree (Kaw); 4. Timmy Alvernaz (Yam); 5. Jeremy Lawrence (Yam).
80 JR: 1. Gary Ferravanti Jr. (Kaw); 2. William Luker (Kaw); 3. Jeff Gabhart (Kaw).
250 NOV D-1: 1. Tracy Dawson (Yam); 2. Nic Stevens (Kaw); 3. Greg Sowle (Hon); 4. Lonnie Pauley (Hon); 5. Bob Pack (Yam).
250 NOV D-2: 1. John Dawson (Yam); 2. Armando Alvernaz (Kaw); 3. Perry Lang (Yam); 4. Dan Argano (Hon); 5. Michelle DiSalvo (Yam).
250 JR: 1. Greg Soderer (Hon)); 2. Clay Chambers (Hon); 3. James Luker (Kaw); 4. Joe Kamm (Yam).
500 NOV D-1: 1. Tony Alexander (Hon); 2. Dave Drew (Hon); 3. Rick Coleman (Yam); 4. Karl Thoeni (Yam); 5. John Dawson (Yam).
500 NOV D-2: 1. David Freeze (Yam); 2. Elmiro Alvernaz (Yam); 3. Tracy Dawson (Yam); 4. Perry Lang (Yam); 5. Robert Jones (Hus).
OPEN NOV: 1. David Freeze (Yam); 2. Dan Argano (Hon); 3. Rick Coleman (Yam); 4. Tom Lacy (Yam); 5. Lonnie Lacy Jr. (Yam).
500 KR D-1: 1. Jimmy Higuera (Rtx); 2. John Pack (Yam); 3. Melvin Elias (Yam); 4. Steve Grier (Yam); 5. Fred Faltersack (Hon).
500 JR D-2: 1. Gary Ferravanti Sr. (Rtx); 2. Anthony Giammanco (Yam); 3. Martin Thoeni (Yam); 4. Greg Soderer (Hon); 5. Jim McCarter (Yam).
OPEN JR: 1. Anthony Giammanco (Yam); 2. Jim McCarter (Yam); 3. John Pack (Yam); 4. Jimmy Higuera (Rtx); 5. Sam Freeze (Yam).
VET: 1. Fred Faltersack (Hon); 2. Gary Faltersack (Hon); 3. Joe Kamm (Yam); 4. Tom DiSalvo (Tri); 5. Reach Helmka (Kaw).
500 EX: 1. Craig Johnson (Rtx); 2. Steven Mayfield (Rtx); 3. Danny Cahoon (Rtx); 4. Randy Bereman (Yam).

Huffman, Hart hot at Washougal MX

By Clay Light

WASHOUGAL, WA, OCT. 18
Ryan Huffman, fresh off a double class win at the Gold Cup finale, came to Washougal Motocross Park for the final race of the season, the Wahougal Championship race and won the 80cc Intermediate and 105cc classes with 2-1 and 1-1 performances, respectively. Grayson Hart, this year's Motocross Northwest Number One Professional, rode his Honda CR500 to 1-1 wins in the Open Pro class and took second to Tony Graves in the 125cc Pros.

Huffman battled it out in both 80cc Intermediate motos with Kawasaki-mounted Jason McCormick, who is rapidly becoming a force to be reckoned with. McCormick won the first moto, but Huffman came back to dominate the second, beating McCormick and Shane West, who was third after posting consistent 3-3 performances. McCormick, new to the 105cc class, couldn't do much to put the clamps on Huffman, winner of both motos. Third went the way of Kawasaki jockey Cory Blumberg.

The Championship's largest class was the 125cc Juniors. Honda-mounted Jeremy Skokam won both motos while no one else in the field matched his speed or consistency. Second in the overalls went to Mike Crader after 4-2 rides while Steve Pantich, Casey Cade and Dan Hanson filled the top five overall.

Mike Williams' consistency paid off in the 250cc Intermediate class when he took the overall win with 2-2 showings. Honda-mounted Richie Lee won the first moto, but a second moto third behind Bobby Steiner and Williams gave the overall to Williams. Lee's 1-3 and Steiner's

4-1 rides were good for second and third overall.

It was Portland Honda's Ed Jensen taking wire-to-wire wins in the 125cc Intermediate class, beating Brad Bolmes and Dennis McConnell, second and third with 2-2 and 3-3 performances, respectively.

Graves pushed his Roseburg Honda into the lead in both 125cc motos, ending the season in the class on a spectacular note. Graves' closest competition for the day was Hart. Hart followed Graves each moto, good for a 2-2 second overall while Kenny Olsen, Keith Foidel and Scott Grimm were third through fifth in moto two as well as in the overalls.

Graves' next task was whipping a full field of 250cc Pros. Graves had an all-too-easy time devouring both contests, beating Kawasaki-mounted Rob Annen and Honda rider Darren Rogers.

Honda support rider Hart took a much easier win in the Open Pro class. Chasing Hart was Scott Williams and a good-sized field of Open Juniors, led by Steve Shepard, also Honda-mounted. Hart prevailed in moto two as well, good for the overall, as did Williams in the Intermediate portion. Shepard demolished the Juniors again, good for a 1-1 win over Larry Lacey and Don Boepflug.

Results

250 PRO: 1. Tony Graves (Hon); 2. Rob Annen (Kaw); 3. Darren Rogers (Hon).
125 PRO: 1. Tony Graves (Hon); 2. Grayson Hart (Kaw); 3. Kenny Olsen (Kaw).
OPEN JR: 1. Steve Shepard (Hon); 2. Larry Lacey (Hon); 3. Don Boepflug (Hon).
250 INT: 1. Mike Williams (Hon); 2. Richie Lee (Hon); 3. Bob Steiner (Kaw).
125 INT: 1. Ed Jensen (Hon); 2. Brad Bolmes (Hon); 3. Dennis McConnell (Kaw).
80 INT: 1. Ryan Huffman (Yam); 2. Jason McCormick (Kaw); 3. Shane West (Kaw).
105: 1. Ryan Huffman (Yam); 2. Jason McCormick (Kaw); 3. Cory Blumberg (Kaw).
60 INT: 1. Eric Burkinshaw (Kaw); 2. Nate Gravelle (Kaw).
250 JR: 1. Ron Westlake (Hon); 2. Doug Wiley (Hon); 3. Jason Robison (Yam).
125 JR: 1. Jeremy Skokam (Hon); 2. Mike Crader (Hon); 3. Steve Pantich (Kaw).
80 JR: 1. Troy Kibble (Kaw); 2. Jim Lauer (Kaw).
60 JR: 1. Russ Postma (Kaw); 2. Doug McKuhn (Kaw).
UTH: 1. Brad Bolmes (Hon); 2. Arne Hettman (Hon); 3. Joe Casey (Kaw).
OT JR: 1. Steve Hall (Suz); 2. Gene Chittam (Hon).
OT INT: 1. Wayne Kent (Hon); 2. Rich Duncan (Hon).
OT EX: 1. Bill Naylor (Hon); 2. Roger Knight (Hon); 3. Clarence Pitts (Suz).
30-40 JR: 1. Craig Harrison (Hon); 2. Abe Eppig (Suz); 3. Danny Baker (Yam).
30-40 INT: 1. Larry Lacey (Hon); 2. Doug Wiley (Hon); 3. Jay Laudigan (Hon).
30-40 EX: 1. Rick Burkinshaw (Hon); 2. Ray Gamon (Hon); 3. Dale Bohm (Hon).
30-40 S: 1. Reid Goldman (Hon); 2. Dave Eakin (Hon); 3. Jim Lamkin (Hon).

Hernandez hauls at Goodtimes MX

By Warren E. Domke

SAN ANTONIO, TX, OCT. 18

Tony Hernandez guided his Kawasaki KX250 in the 250cc Intermediate class at the Goodtimes Motorsports Park's final night race of the year. Hernandez, from Laredo, took both motos ahead of Sanee Tabbissi's Yamaha. Tabbissi ran second in both motos. Jeff Johnson, from Floresville, placed third.

Hernandez wasn't the only Laredo rider to claim victory in an Intermediate class — Fleming Chapa took the win in the 125cc Intermediate division.

Dave Fluchel, riding in the 250cc Novice class, piloted his Kawasaki to victory in both motos. Kirk Clovis ran second behind him, and Marcos Pepper finished third.

In the 125cc Novice class, William McDonald took third in the first moto and won the second moto to claim the overall. Cody Mitchell won the first moto, but dropped to fifth in the second, and finished fourth overall. Greg Cernosek rode a consistent 2-3 race to take second overall.

Paul Payne topped the 125cc Beginner class and Jamie Garner did

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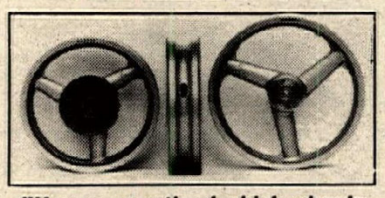
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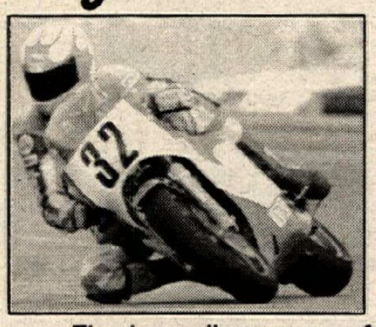
The race turned out to be one of the most exciting of the AMA Championship weekend as Dale barely edged out JOHN LONG, another FBF customer. Dale has enjoyed a highly successful comeback year with a win at Sears Point's Pro Twins National and winning endurance effort in AMA/CCS competition.
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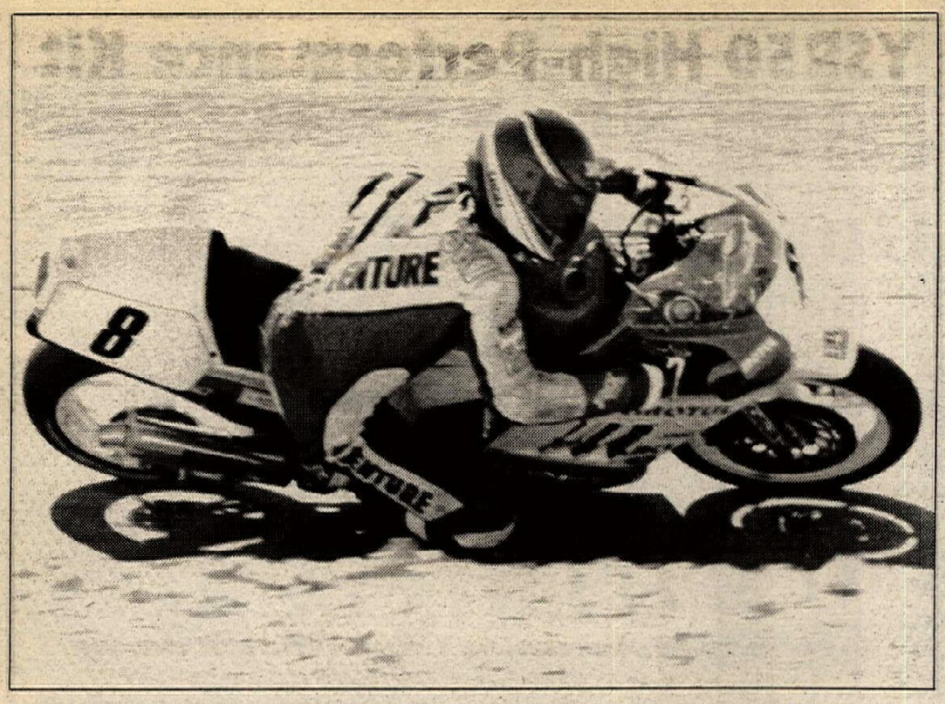


PHOTO BY VALERIE PEELER

David Sadowski piloted a Yoshimura Suzuki GSXR to the Open Superstreet and Formula One class wins at Willow Springs.

the same in the 250cc Beginner division. Payne easily led Thomas Hensey, Arthur Quiroga and David Thrift across the line; Garner bested Darren Wennli and Randy Sutton.

Results

125 INT: 1. Fleming Chapa; 2. Kenny Klein (Kaw); 3. Eric Hoy (Suz).
125/250 EX: 1. Scott Renick (Kaw); 2. Don Roland (Hon).
250 INT: 1. Tony Hernandez (Kaw); 2. Sanee' Tabbassi (Yam); 3. Jeff Johnson (Hon).
250 NOV: 1. Dave Fluchel (Kaw); 2. Kirk Clovis (Hon); 3. Marcos Pepper (Kaw).
125 NOV: 1. William McDonald (Hon); 2. Greg Cernosek (Yam); 3. Craig Titus (Hon).
125 BEG: 1. Paul Payne (Yam); 2. Thomas Hensey (Hon); 3. Arthur Quiroga (Suz).
250 BEG: 1. Jamie Garner (Pen); 2. Darren Wennli (Yam); 3. Randy Sutton (Hon).
125 OPEN: 1. Eric Hoy (Suz); 2. Kirk Clovis (Hon).
MINI SR BEG: 1. Bruce Mancha (Kaw); 2. Andy Gutierrez (Suz); 3. Nathan Henk (Yam).
MINI SR: 1. William Henk (KTM); 2. Dustin Traylor (Kaw).
P/W: 1. Dustin Byrd (Yam).

Sadowski, Williams win at Willow Springs RR

By Valerie Peeler

ROSAMOND, CA, OCT. 18

To no one's surprise, one of the multiple winners at the ARRA Willow Springs event was New Hampshire's David Sadowski — the rider who placed second to Doug Polen in the GSXR1100 Series finale at Riverside Raceway the previous week. This time, mounted aboard the Yoshimura Suzuki GSXR that Kevin Schwantz rode to a second place in the AMA Superbike National Championship, Sadowski took the wins in the Open Superstreet and Formula One classes.

In the Racer's Supply-sponsored Open Superstreet race, GSXR rider Kenny Kopecky got one of his typically great starts, leading for half a lap before Sadowski overtook him in the exit of turn four. After this pass, Sadowski's lead was never threatened as he pulled away from the other riders in what appeared to be an effortless ride, posting lap times in the low 1:30s.

Kopecky was able to maintain his second place position, and, in spite of being prodded from time to time by Chuck Magnusson, also on a GSXR, his position was never seriously threatened.

Kopecky again took the immediate lead in the Formula One race, but this time held it for only a short time before the powerful combination of David Sadowski and the Yoshimura Suzuki rolled by a second time. As before, Sadowski rode to an undisputed win, this time turning laps consistently in the low 1:29s.

Though he was not able to contest the lead Yamaha-mounted Earl Roloff, this year's ARRA number one rider, did manage to put himself in second and turn nearly the same lap times as Sadowski, lagging only about half a second on each lap. Kopecky, though a good distance behind Roloff, brought his Suzuki in to a second top-three position for the day.

Among the smaller displacement classes, Ben Williams regained some of the authority he held earlier this season when he rode his Bob Brooks-tuned, ICRT/Shoei/Matzinger Racing/Fox-sponsored Kawasaki 250 Ninja to three effortless victories before being sidelined in his fourth race by a broken chain.

Consistent lap times in the 1:42s earned Williams the wins in the 305cc Modified Production, 305cc Superstreet and 450cc Modified Production Four-Stroke classes and a total of $1500 of Kawasaki contingency money. The end of his winning streak came at the start of the 450cc Superstreet Four-Stroke class when his Ninja's chain succumbed to the stress of the starting line and failed at the master link, forcing him to park the bike before reaching turn one.

In all three classes, Williams held a commanding lead over the struggles behind him. Willie Sarzi, however, kept himself in the thick of those tussles, battling in the 305cc Modified Production class with points leader Joe Solis, with Chuck Graves (who had already won the 750cc Superstreet and 750cc Stock Production races that day) in the 305cc Superstreet class, and then again with Solis in the 450cc Modified Production Four-Stroke class. Like Williams, Solis, Sarzi and Graves were on 250 Ninjas.

Results

450 NOV: 1. Michael Lathiem (Yam); 2. Bjorn Pave (Yam); 3. Rick Wilson (Yam).
600 NOV: 1. Joe Savatrgy (Suz); 2. Dennis Couch (Hon); 3. Kurt Heppe (Yam).
OPEN NOV: 1. Mark Illsley (Suz); 2. Pat Banta (Suz); 3. Doug Kamholz (Yam).
OPEN S/ST: 1. David Sadowski (Suz); 2. Kenny Kopecky (Suz); 3. Chuck Magnusson (Suz).
750 S/ST: 1. Chuck Graves (Suz); 2. Earl Roloff (Kaw); 3. Kevin Erion (Duc).
305 MOD PROD: 1. Ben Williams (Kaw); 2. Willie Sarzi (Kaw); 3. Joe Solis (Kaw).
F-3: 1. Kiyo Watanabe (Yam); 2. Greg Matsoras (Hon); 3. Jim Smith (Hon).
750 STK PROD: 1. Chuck Graves (Suz); 2. Chuck Magnusson (Suz); 3. William Beck (Suz).
OPEN STK PROD: 1. Bob Kelley (Suz); 2. Robert Tracy (Yam); 3. Mike Strawder (Kaw).
F-1: 1. David Sadowski (Suz); 2. Earl Roloff (Yam); 3. Kenny Kopecky (Suz).
F-2: 1. Andy Leisner (Hon); 2. James Henderson (Yam); 3. Aleex White (Yam).
450 STK PROD 2-STRK: 1. William Donovan (Yam); 2. Edward Brigante (Yam).
450 STK PROD 4-STRK: 1. Vance Heron (Suz); 2. David Bryant (Suz).
250 S/ST: 1. Jim Malovin (Yam); 2. Jason Pereira (Suz); 3. Kiyo Watanabe (Yam).
305 S/ST: 1. Ben Williams (Kaw); 2. Joe Solis (Kaw); 3. Willie Sarzi (Kaw).
600 STK PROD: 1. Kent Kunitsugu (Hon); 2. Bret Meacham (Hon); 3. Eric Leibscher (Hon).
750 MOD PROD: 1. Earl Roloff (Kaw); 2. Terry French; 3. Kenny Perez (Kaw).
OPEN MOD PROD: 1. Clint Milteer (Suz); 2. Craig Beecher (Kaw); 3. James Savatgy (Suz).
450 MOD PROD 2-STRK: 1. Bryan Sabbaugh (Yam); 2. Sasha Pave (Yam); 3. Adrian Gauthier (Yam).
450 MOD PROD 4-STRK: 1. Ben Williams (Kaw); 2. Joe Solis (Kaw); 3. Willie Sarzi (Kaw).
600 SGL: 1. T.C. Christian (Yam); 2. Nick Ienatsch (Yam); 3. Chris Caldwell (Hon).
600 MOD PROD: 1. David Norris (Kaw); 2. Kent Kunitsugu (Hon); 3. Tom Aquino (Hon).
450 S/ST 2-STRK: 1. Mike Crough (Yam); 2. Tom Paris (Yam); 3. Bryan Sabbaugh (Yam).
450 S/ST 4-STRK: 1. Scott Charles (Kaw); 2. Joe Solis (Kaw); 3. Willie Sarzi (Kaw).
F-SGL: 1. T.C. Christian (Yam); 2. Nick Ienatsch (Yam); 3. Eron Flory (Hon).
600 S/STK: 1. Walter Nitto (Kaw); 2. Tom Aquino (Hon); 3. David Moore (Hon).
BoTT L/W: 1. Bruce Anderson (Duc); 2. William Byrnes (Duc); 3. Eric Ianson (Duc).
BoTT H/W: 1. Kevin Erion (Duc); 2. Dwayne Summers (Duc); 3. Craig Erion (Duc).

Key clobbers Lodi Ultra ST

By Mikki McBride

LODI, CA, OCT. 9

Tonight began the first of a three week series on the Ultra Short Track at the Lodi Cycle Bowl, in which Mark Key took the 250cc Expert class main win.

In the 250cc Expert heats, Key rammed his Yamaha into the lead just ahead of Steve Raymond, riding hard on a Honda. Mark Butler and Adam Sabedra battled it out for third and fourth with Sabedra, riding a Honda, edging ahead of Butler on the last lap.

In the main, Key again grabbed the holeshot with Raymond right behind him. Butler held on to third for the first few laps, but Sabedra finally managed to pull around him. Dean Brooks, on a Suzuki, headed for the pits when he developed bike problems, while Key put more and more distance between himself and second place rider Raymond.

There were four heats of 500cc Experts. In the first one, Andy Tresser took his Yamaha to the checkered flatg, well ahead of Frank Sanchez also on a Yamaha. In the second heat, it was Bobby McDowell all the way on his Bob Codd-sponsored Honda. Jose Aquilar, riding a Harley-Davidson, held on to second until Danny Cahoon managed to slide his Rotax around Aquilar to take over the second spot.

Steve Mayfield, riding a Rotax, grabbed the holeshot and stayed there in the third heat. Steve Raymond made a great pass around him on his own Rotax. Mayfield slid off the track which allowed Kris Kiser to take over the second spot on his Honda. The fourth heat caught Ricky Smith grabbing the lead on a Honda. However, Bob Damon, astride his Rotax soon got around him to take over first with Adam Sabedra, on a borrowed Harley, staying right on his back tire to grab second.

In the main, Sanchez took the early lead with Tresser a close second and Kiser working hard to keep ahead of McDowell to hold on to third. Sanchez went down along with Smith and the race was restarted. This time, Tresser got the best shot while Sanchez moved in behind him. Smith went down just after the halfway point and the race was restarted again, only this time, it was a stagger start. Tresser grabbed the checkered for first while Kiser came in second with McDowell a close third.

Results

P/W B: 1. Kenny Schneider (Yam); 2. Aaron Gayle (Yam); 3. Aaron Findley (Yam).
P/W C: 1. Derel Phillips (Yam); 2. Joey Marrale (Yam).
60 NOV/JR: 1. John Murphreet (Kaw); 2. Eric Bostrom (Hon).
80 NOV/JR: 1. Tory Bostrom (Hon); 2. Ben Bostrom (Hon); 3. Brandon Carnahan (Hon); 4. Randy Wood (Kaw).
80 EX: 1. Jake Zemke (Yam); 2. Herbie Callen (Hon); 3. Martin Montes (Kaw).
VET NOV: 1. William Ride (Hon); 2. Don Shipley (Hon); 3. P. McNally (Yam).
VET JR: 1. Terry Huffer (Hon); 2. Gary Cordeiro (Hon); 3.. Bob Spear (Yam).
VET EX: 1. Daved Bostrom (Hon); 2. George Cooper (Rtx); 3. John Taylor (Rtx).
100/175 NOV/JR: 1. Adam Sabedra (Hon); 2. Dave Guidry (Yam); 3. Richard Sanchez (Yam); 4. Art Mitchel (Hon); 5. Paul Polhemus (Kaw).
250 NOV: 1. Dan Feldhaus (Hon); 2. Bryan Roberts (Hon); 3. Armando Alvernaz (Kaw); 4. David Murray (Yam).
250 JR: 1. Terry Huffer (Yam).
250 EX: 1. Mark Key (Yam); 2. Steve Raymond (Hon); 3. Adam Sabedra (Hon); 4. Mark Butler (Hon).
500 NOV: 1. Vinnie Corsetti (Hon); 2. William Ride (Hon); 3. Don Shipley (Hon); 4. Dwane Francisco (Hon); 5. Shawn Sage (Tri).
500 JR: 1. Jeff Elgersma (Yam); 2. Billy Gonzales (Hon); 3. Joseph Pineda (Hon); 4. Gary Cordeiro (Hon).
500 EX: 1. Arthur Tresser (Yam); 2. Kris Kiser (Hon); 3. Bobby McDowell (Hon); 4. Jimmy Sanchez (Hon); 5. Frank Sanchez (Yam).

Parks picks up win at Ascot Motocross

By Ken Faught

GARDENA, CA, OCT. 16

Chris Parks withstood the pressure from Daniel Downen and Jon Rolstad and went on to take the overall win in the 250cc Beginner class at Ascot.

In the first moto Rolstad got the holeshot followed by Parks, Randy Hallowell, and Honda-mounted Rony Ratliff. Parks picked off Rolstad and moved into the lead. A battle started to stir up between Ratliff and Hallowell with the two banging bars for several laps. Ratliff eventually passed Hallowell and set after Rolstad. On the fourth lap Ratliff pitched his Honda, dropping to 12th and advancing Hallowell to third. When the checkered flag fell it was Parks with the win ahead of Rolstad, Hallowell, and Yamaha-rider Jim Williams.

In the second round it was Downen who led Parks, Ron Messman, and Rolstad around the first corner. Rolstad quickly passed Messman and set after Parks. On the third lap Downen dropped to second as Parks cruised on by before the finish line turn. While Parks was passing Downen, Kawasaki-rider John Hamacher passed Messman. Parks went on to take a narrow win over Downen, Rolstad and Hamacher. Parks 1-1 gave him the overall, a 2-3 score earned Rolstad second, and 5-2 finishes gave Downen third.

In the 80cc Beginner class it was Honda-pilot Richie Sherman who holeshot William Riley, Matt Wilson and John Ruiz. Ruiz wasted no time as he quickly passed Wilson and began looking for Riley. Towards the middle of the race Ruiz started to tire, allowing Wilson to catch up. On the final lap Ruiz crashed and fell to fourth while Sherman took the moto win, Riley was a close second, and Wilson managed third.

Sherman gated perfectly in moto two and slowly began to pull away from Ruiz, Riley and Wilson. On the second lap Ruiz did a spectacular flying-W off of the tabletop jump resulting in a painfully bruised leg. Nearing the halfway point in the race Marcus Falconieri had moved up to fourth and began to pursue Riley. Before the end of the race Riley had faded back to sixth, allowing Falconieri third. At the finish Sherman took the win over Wilson, Falconieri and Dion Brown. Sherman claimed the overall followed by Wilson, Falconieri and Riley.

Results

60: 1. Jason Shirey (Kaw); 2. Jeff Willoh (Kaw); 3. Brit Jackson (Kaw).
80 BEG D-1: 1. David Rasmussen (Suz); 2. Cory Austin (Yam); 3. Brian Rochman (Kaw); 4. Ryan Cameron (Kaw); 5. Nathan Ellertson (Yam).
80 BEG D-2: 1. Richie Sherman (Hon); 2. Matt Wilson (Kaw); 3. Marcus Dalconieri (Kaw); 4. William Riley (Suz); 5. Mariano Whitlock (Kaw).
80 JR: 1. Donald Upton (Kaw); 2. Jeff Willoh (Kaw).
80 INT: 1. Derek Natvig (Hon).
125 BEG D-1: 1. Mike Shea (Hon); 2. Scott Arnold (Hon); 3. Joseph Kraft (Yam); 4. Vincent Ramos (Suz); 5. Nick McMaskill (Yam).
125 BEG D-2: 1. Douglas Brooks (Yam); 2. Curtis Gavin (Hon); 3. Keith Gibson (Suz); 4. Ron Stewart (Hon); 5. Donald Upton (Kaw).

125 JR: 1. Matteo Coestino (Cag); 2. Danny Fontayn (Hon); 3. Barry Kelperis (Hon); 4. Scott Hoffman (SRP); 5. Paul Fernandez (Hon).
125 INT: 1. Daniel Bush (Hon); 2. Jon Levey (Hon); 3. Randy Danylo (Kaw); 4. John Blood (Hon); 5. Ken Faught (Yam).
125 PRO: 1. Wild Willie Surratt (Suz); 2. Tim Rutherford (Kaw).
250 BEG D-1: 1. Jeff Green (Suz); 2. Mike Sokoloff (Hon); 3. Mike Shea (Hon); 4. Ernie Maes (Hon); 5. Terry Gaynar (Hon).
250 BEG D-2: 1. Chris Parks (Hon); 2. Jon Rolstad (Hon); 3. Daniel Downen (Suz); 4. John Mamacher (Kaw); 5. Jim Williams (Yam).
250 JR: 1. Gary Wagner (Yam); 2. Marv Adams (Kaw); 3. Stephan Gordon (Hon); 4. Robert Weston (Yam).
250 INT: 1. Larry Gross (Yam); 2. Per Astander (Hon).
250 PRO: 1. Willie Surratt (Suz); 2. Ron Turner (Yam); 3. Bob Kline (Hon); 4. Mark Brooks (Hon); 5. Johnny E. Posca (Yam).
500 BEG: 1. Ron Scaman (Hon); 2. Brett Donnels (Yam); 3. Dean Talavera (Hon); 4. Tony Valencia (Yam); 5. Don Grant (Mai).
500 JR: 1. Keven Lopa (Hon); 2. John Cameron (Kaw); 3. Marcus Gordon (Hon); 4. Jeff Jones (Hon); 5. Michael Foos (Yam).
500 PRO: 1. Craig Hofmeister (Hon); 2. Dan Berg (Kaw); 3. Loren Pochirowski (Hon); 4. Jim Rutherford (Kaw).
VET JR: 1. Paul Yamasaki (Hon); 2. Mark Kaiser (Hon); 3. Bob Apelland (Hon); 4. Rich Hansen (Hon); 5. Chris Slick (Hon).
VET INT: 1. Lou Gonzales (Hon); 2. Raul Koraner (Yam).
VET PRO: 1. Ron Turner (Yam); 2. Mark Brooks (Hon).

Price, Majeski get first wins at Trail-Way ST

By Len Breech

HANOVER, PA, OCT. 10

Georgie Price and Rob Majeski took their first wins of the '87 season as Trail-Way Speedway finally got a short track event in after four straight rain-outs in the last two months. While Price was holding off the challenges of Dale Gingrich to take the 250cc Expert final, Majeski took the lead from Tom Cerciello and went on to win the 600cc Expert class.

Price put his Diamond Motorsports Kawasaki in third behind Gingrich and Dave Lesnick as the 250cc Experts went down the back straight, but Price motored into the lead before the end of the opening lap. Price and Gingrich quickly pulled several lengths in front of Lesnick who had an uneventful ride in third. Throughout the remainder of the race Gingrich stalked Price, waiting for him to make a mistake that didn't come.

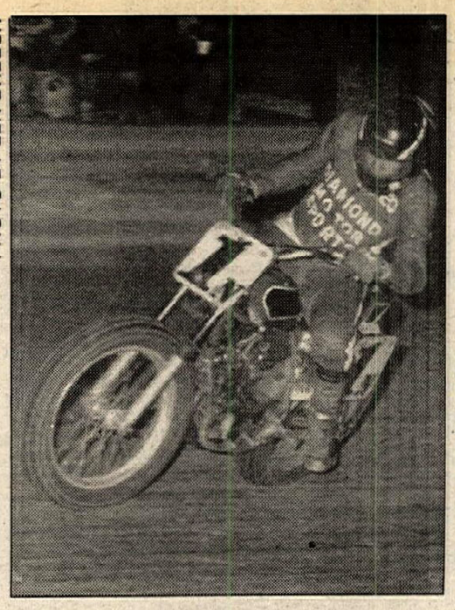
Cerciello grabbed the lead from Majeski, Gingrich and Ken Coolbeth as the 600cc Experts completed the first lap. After a few laps Majeski and Cerciello pulled a little in front of Gingrich who got into a battle with Coolbeth, Tom Majeski and Jim Hollister for third that lasted throughout most of the race. Rob Majeski took the lead at the end of the third lap, while brother Tom took command of the third place battle two laps from the end.

Closest finish of the evening was the Senior final, as Richard Foard and Harold Hillard pulled away from Joe Heberling and Bob Babcock. During the entire eight laps, Foard and Hillard were separated by no more than two lengths, and coming off the fourth turn on the final lap, Hillard got a little better drive, nipping Foard by inches.

While Harold Dorsey and Dave Smith took yet another win in the 250 and 600cc Amateur classes, the best race was the 200cc Amateurs when Kevin Varnes took his first win in the class. Brian Strong took the lead in front of Mike Walton, Jill Lautenbacher and Varnes who were closely bunched in the early laps, taking the lead from Strong as they exited the second turn on the sixth lap. Walton got by Strong in the same spot on the following lap.

Mike Sponseller made a shambles of the combined 85 Expert/85 Amateur/65cc class as he ran off and hid from the field. The battle was for second and first Amateur between Randy Sahnk and Brian Strong. They stayed close throughout, with

PHOTO BY LEN BREECH



George Price won the 250cc Expert final at Trail-Way.

Shank just holding on to win by inches.

Results

55: 1. Ricky Winsett (Yam); 2. John Winsett (Yam); 3. Dan Halligan (Yam).
200 AM: 1. Kevin Varnes (Yam); 2. Mike Walton (Yam); 3. Brian Strong (Kaw); 4. Jill Lautenbacher (Suz); 5. Gary Clark (Hon).
85 EX: 1. Mike Sponseller (Hon); 2. Ken Coolbeth (Kaw); 3. Kevin Varnes (Yam).
85 AM: 1. Randy Shank (Kaw); 2. Brian Strong (Kaw); 3. Robert. Miller (Yam); 4. Jeremiah Alexander (Kaw).
65: 1. Ricky Winsett (Kaw).
250 EX: 1. Georgie Price (Kaw); 2. Dale Gingrich (Yam); 3. Dave Lesnick (Yam); 4. Kenny Mohler (Suz); 5. Paul Crumling (Hon).
250 AM: 1. Harold Dorsey (Hon); 2. Dave Smith (Yam); 3. Todd Hurst (Suz); 4. Gary Foard (Yam); 5. Eddie Hidden (Yam).
600 EX: 1. Rob Majeski (H-D); 2. Tom Cerciello (Yam); 3. Tom Majeski (H-D); 4. Ken Coolbeth (Rtx); 5. Dale Gingrich (Yam).
600 AM: 1. Dave Smith (Rtx); 2. Jim Chapman (H-D); 3. Roy Collins (H-D); 4. Gary Foard (Hon); 5. Jim Lynch (Rtx).
750 EX: 1. Tom Cerciello (Tri); 2. Steve Burkholder (H-D); 3. Joe Gately (Tri); 4. Clarence Bull (YYam).
SR: 1. Harold Hillard (Rtx); 2. Richard Foard (Rtx); 3. Joe Heberling (Yam); 4. Bob Babcock (Rtx); 5. Jim Reigner (Yam).

Piontek takes three at Sparland Hillclimb

By Paul Hayes

SPARLAND, IL, OCT. 3-4

Riders from a five state area showed up to do battle on the Peoria Dirt Riders hills for a two day event. Saturday the club used their speed hill. On Sunday Ole Ugly was used. The event marked the close of the District 17 hillclimbing season.

Wisconsin riders claimed six class wins on Saturday and four on Sunday. They also had three two-day winners, claiming the most victories during the weekend.

Wisconsin riders claimed six class wins on Saturday and four on Sunday. They also had three two-day winners, claiming the most victories during the weekend.

Jeff Piontek, from Wisconsin, scored three overall wins for the weekend. His first win came in the 200cc class on Saturday when he was the first rider over the hill. His time was 8.12 seconds on a Kawasaki. Kaleb Northrup, sponsored by Torque Center, was the only other rider in that class to go over. His Yamaha carried him up in 10.74 seconds.

Piontek came back in the 250cc class riding another Kawasaki. His first time would have taken the win but he came back to better his time with a 5.85 ride. His father Mel came in second place with a first round ride of 7.35. Mel was also on a Kawasaki.

Jeff Piontek's third win came on Ole Ugly during Sunday's climb. He once again had rides where either one would have won, and he used his first ride of 5.08 for the win. Brent Stewart claimed the runner-up spot aboard his Kawasaki, Bill Tuman and

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PHOTO BY CLAY LIGHT

Phil Larson looks back for the competition in the Open Pro class during the final round of the Yamaha Gold Cup Series in Richland, Washington.

Kraus Racing-sponsored Kawasaki with a ride of 5.61.

Another Wisconsin rider, Chad Falde, controlled the 400cc class on both days. He only needed one ride on each day to take the wins. His Suzuki took him to the top on Saturday with a 6.13 ride. Sunday Falde had a 5.39 winning time. Lloyd Haas finished both days in second. His best time on Saturday was 6.20 and on Sunday he had a 5.41.

The last double winning Wisconsin rider was Todd Cipala. His wins came in the 750cc class. Cipala secured the win during the first ride on Saturday with a time of 5.74. Ronnie Dosdell finished second just a few ticks behind Cipala. His fastest ride was 5.74. Cipala again used his first ride to set the fast time, he decided to try and better it. Sunday's time was 4.88. Tom Rollins came in second with a 5.67 second round ride. The top five on both days rode Kawasaki 750 triple motorcycles.

Illinois' Paul Heidenreich came up with double class wins in the 500cc class where he also set the fast time on Saturday. His Honda blasted through the timing lights in 4.84. Bob's Yamaha City-sponsored Mike Bronk used his first ride to earn second place with a 5.06 climb. Heidenreich's winning ride on Sunday came in round one where he recorded a 4.74 climb. The "Music Man" Tom Elmore used his last ride to move up to the number two spot. His Honda carried him over the top in 4.85 seconds.

Elmore set the fast time during Sunday's event. He used his Kawasaki power to launch him through the lights in 4.71 seconds. With that ride he earned the top honors in the Open class.

Results

SATURDAY

MINI: 1. Joel Falde (Kaw); 2. Tom Daniels (Kaw); 3. Chris Brown (Yam); 4. Jason Northrup (Kaw); 5. Jeff Daniels (Yam).

125: 1. Jason McGrath (Hon); 2. Chad Falde (Hon); 3. Bobbi Rosenberg (Hon); 4. Tom Daniels (Yam); 5. Jim Nyman (Yam).

200: 1. Jeff Piontek (Kaw); 2. Kaleb Northrup (Yam); 3. Jason McGrath (Kaw); 4. Tim Weaver (Kaw); 5. Sam Blakeney (Kaw).

250: 1. Jeff Piontek (Kaw); 2. Mel Piontek (Kaw); 3. John Reed (Yam); 4. Kevin Northrup (Yam); 5. Robin Senn (Suz).

400: 1. Chad Falde (Suz); 2. Lloyd Haas (Yam); 3. Kaleb Northrup (Yam); 4. Aaron Brown (Yam); 5. Alan Hoskins (Yam).

500: 1. Paul Heidenreich (Hon); 2. Mike Bronk (Yam); 3. Ron Todd (Kaw); 4. Jeff Jack (Hon); 5. Alan Hoskins (Yam).

750: 1. Todd Cipala (Kaw); 2. Ron Dosdall (Kaw); 3. Tom Rollins (Kaw); 4. LaVern Rosenberg (Kaw); 5. Chuck Seldal (Kaw).

OPEN: 1. Bill Steffey (Kaw); 2. Frank Davis (Suz); 3. Bob Fisher (H-D); 4. Tom Compton (Kaw); 5. Charles Colsch (H-D).

0-250 STK: 1. Gary Street; 2. Ron Watts.

251-500 STK: 1. Eric Robinson; 2. Mike Haedicke.

0-100 EXHIB:: 1. Chris Brownn; 2. Tom Daniels.

101-200: 1. Dan Shaha; 2. Jeff Piontek.

201-400: 1. Jeff Piontek; 2. Lloyd Haas; 3. Kaleb Northrup.

401-500 EXHIB: 1. Paul Heidenreich; 2. Todd Cipala; 3. Mike Bronk.

501-OPEN: 1. Mike Schobert; 2. Tom Compton; 3. LaVern Rosenberg.

SUNDAY

MINI: 1. Jason Northrup (Kaw); 2. Tom Daniels (Kaw); 3. Chad Harbolt (Yam); 4. Curt Curtis (Hon); 5. Joel Falde (Kaw).

125: 1. Chad Falde (Hon); 2. Bobbi Rosenberg (Hon); 3. Eric Wheelwright (Yam); 4. Ed Scott (Kaw); 5. Mel Piontek (Kaw).

200: 1. Sam Blakeney (Kaw); 2. Tim Weaver (Kaw); 3. Jeff Piontek (Kaw); 4. Jason McGrath (Kaw); 5. Kaleb Northrup (Yam).

250: 1. Jeff Piontek (Kaw); 2. Brent Stewart (Kaw); 3. Chris Anderson (Yam); 4. Mil Piontek (Kaw); 5. John Reed (Yam).

400: 1. Chad Falde (Suz); 2. Lloyd Haas (Yam); 3. Ron Todd (Kaw); 4. Kaleb Northrup (Yam); 5. Aaron Brown (Yam).

500: 1. Paul Heidenreich (Hon); 2. Tom Elmore (Hon); 3. Ron Todd (Kaw); 4. Mike Bronk (Yam); 5. Todd Cipala (Kaw).

750: 1. Todd Cipala (Kaw); 2. Tom Rollins (Kaw); 3. Jim Steffey (Kaw); 4. Chuck Seldal (Kaw); 5. Ronnie Dosdall (Kaw).

OPEN: 1. Tom Elmore (Kaw); 2. Mike Schobert (Kaw); 3. Frank Davis (Suz); 4. Russ Van Derveen (H-D); 5. Bill Steffey (Kaw).

0-250 STK: 1. Phil Stock; 2. Gary Stret.

251-500 STK: 1. Tom Elmore; 2. Eric Robinson; 3. Mike Koby.

0-100 EXHIB: 1. Joel Falde; 2. Chris Brown; 3. Tom Daniels.

101-200 EXHIB: 1. Eric Wheelwright; 2. Jason McGrath; 3. Tim Weaver.

201-400 EXHIB: 1. Brent Stewart; 2. Lloyd Haas; 3. Chad Falde.

40111-500 EXHIB: 1. Paul Heidenreich; 2. Tom Elmore; 3. Jeff Jack.

501-OPEN EXHIB: 1. Tom Elmore; 2. Todd Cipala; 3. Chuck Seldal.

BIG BIKE SHTOUT: 1. Todd Cipala; 2. Tom Elmore; 3. Mike Schobert; 4. Jim Steffey.

Freling fast at Lodi MX

By Mikki McBride

LODI, CA, OCT. 10

The Lodi Cycle Bowl began a series of three Saturday night motocrosses, with Shawn Freling taking tonight's 250cc Expert class win.

In the first moto, Kawasaki rider Freling got off the line second behind Honda-mounted David Pile. Daryle Yount, on another Kawasaki, trailed them both. Freling drove hard on Pile, almost catching him a couple of times, but Pile held the lead to the finish.

In the second moto, Freling rocketed into the lead, and then just took off, leaving more and more distance between himself and Pile. The field was well spread out with Yount running in the third spot.

The 500cc Juniors looked great as Steve Miraglia, on a Honda, got the jump on Suzuki rider Tommy Knight. Kevin Bricker, astride his quick Honda scooted into the third spot but didn't hold it too long as ATK rider Adam Sabedra Jr. caught and passed him coming through the infield. Miraglia, doing a great job hanging on to first was feeling the heat from Knight, but still managed to get over the line first.

Results

60 NOV/JR: 1. John Mitchell (Hon); 2. Eric Bostrom (Hon); 3. Casey Yarrow (Kaw); 4. Sammy Sabedra.

80 NOV: 1. Justin Ownbey (Suz); 2. Tory Bostrom (Hon); 3. Ben Bostrom (Hon); 4. Ryan Rieger (Suz); 5. Cory Yarrow (Yam).

80 JR: 1. Mike Lozano (Hon); 2. Herbie Callen III (Hon); 3. Chad McBride (Kaw); 4. John Mitchell (Hon); 5. Anthony Freeman (Hon).

VET NOV: 1. Michael Nerck (Kaw); 2. David Nelson (Hon); 3. Anthony Quinn (Yam); 4. Neal Kucchle (Kaw).

VET JR/EX: 1. Mike Jennings (Kaw); 2. Dave Bostrom (Hon); 3. William Arbogast (Suz).

125 NOV/JR: 1. Ricky Brazil (Yam); 2. Jim Lehnertz (Kaw); 3. Paul Polhemus (Kaw); 4. Tim Selby (Kaw); 5. Stuart Travis (Kaw).

250 NOV: 1. Kelly Hoffer (Hon); 2. Mike West (Yam); 3. Bryan Roberts (Hon); 4. Jeff Baxter (Hon); 5. William Vantassel (Kaw).

125/250 JR: 1. Kris Kiser (Hon).

500 NOV: 1. Ricky Brazil (Yam); 2. Tracy Folkman (Kaw); 3. Craig Burt (Hon); 4. Alan Loredo (Kaw); 5. Rick Bachman (Hon).

500 JR: 1. Steve Miraglia (Hon); 2. Tommy Knight (Suz); 3. Adam Sabedra (ATM); 4. Kevin Bricker (Hon).

250 EX: 1. Shawn Freling (Kaw); 2. David Pile (Hon); 3. Daryle Yount (Kaw).

Ward, Larson haul at Horn Rapids MX

By Clay Light

RICHLAND, WA, OCT. 17

The final round of the Yamaha Perpetual Gold Cup Motocross Series, held at Horn Rapids ORV Park, had Larry Ward and Phil Larson winning the Professional classes and the matching titles. Ward won the 125 and 250cc Pro classes to secure two titles and Larson won the Open Pro class and the overall titles.

Despite missing the series opener, Ward demolished the remainder of the series in the 125cc Pro class, winning five of six events. The only other riders to stand at the victory podium in the class were Steve Oster and Tony Graves.

In today's action, Ward rode to convincing 1-1 wins in the class, but had to come from seventh in moto one, passing Brian and Lowell Thomson, Brian Birkestol and finally Graves for the win.

In moto two Lowell Thomson made Ward work for the overall. Ward picked off Thomson in the late stages to take the overall win after 1-1 performances, also good for the overall title. Graves' 2-3 rides netted second with Birkestol, Brian Thomson and Lowell Thomson rounding out the top five overall. In the series, it was Ward, Graves and Scot Steffy filling the top three.

Ward had it much easier than usual in the 250cc Pro class, mainly due to the fact that the rider that led the points battle coming into the event, Scott Tyler, was a no-show after breaking his leg at the sixth round of the series. All Ward had to do was finish last in both motos to take the class title, but that wasn't his style and he wasn't about to let his fans down. Ward sailed into uncontested leads in both motos, with only Graves staying anywhere close. Graves went 2-2 for second while Dale Wolff, Steffy and Lowell Thomson filled the top five. Overall in the series, Ward won with Graves second. Tyler was third despite missing the final round.

In the Open Pro class Larson and his M.Robert/KSI/Yamaha Support YZ490 were too much for the competition as he took his fifth win of the series. Larson had to ride but one lap to win the series but, like Ward, he wanted to finish it off in style and dominated both motos for the title. Tyler's demise made things easier for Larson. Of the seven events, Tyler took two wins and four seconds to take second in the series. Grayson Hart was third.

Several classes came down to a brutal second moto swapfest for titles in the Sportsman ranks. Such was the case in the 80cc Intermediate and 105cc classes. Ryan Huffman rode to wins in the second motos of each to take the two titles, joining Ward as the only other rider in the series to do so. Second to Huffman was Danny Ulven.

Suzuki-mounted Rodney Tapia came close to snagging two titles but lost out in a heart-breaker to Billy Radcliffe in the 250cc Junior class. Tapia and Ty Birdwell dominated the 125cc Junior class, which was the largest class at each event. Tapia came out on top by virtue of most wins.

Results

OPEN PRO: 1. Phil Larson (Yam).
250 PRO: 1. Larry Ward (Yam).
125 PRO: 1. Larry Ward (Yam).
OPEN INT: 1. Scott Williams (Hon).
250 INT: 1. Jack Gabelhausen (Yam).
125 INT: 1. Todd Schini (Hon).
80 INT: 1. Ryan Huffman (Yam).
60 INT: 1. Eric Burkinshaw (Kaw).
OPEN JR: 1. Mike West (Yam).
250 JR: 1. Bill Radcliffe (Kaw).
125 JR: 1. Rod Tapia (Suz).
80 JR: 1. Brett Butler (Hon).
60 JR: 1. Mike Ulven (Kaw).
OPEN BEG: 1. Bard Uding.
250 BEG: 1. Lloyd Walthew.
125 BEG: 1. Brett Birek.
80 BEG: 1. Mark Daly.
UTH: 1. Mitch Kirkpatrick (KawO.
30-40 B: 1. Lenny Reidinger.
30-40 C: 1. Dave Hutl (Kaw).
105: 1. Ryan Huffman (yam).
60 EX: 1. Jason McCormick (Kaw).

Weber wails at Shady Hillside MX

By Brad & Sharon Jones

WINTERSET, IA, OCT. 4

It was John Weber who came away with the win, but Iowa star Mark Bolten took his Honda to an early lead in the 125cc A class at Shady Hillside Raceway.

Bolten soon pulled away from the pack but missed a big berm and Brian Sorensen, Weber and Bryan Hunt slipped by before he got back on the track. Sorensen held off the charges of Weber and Hunt until the last lap. Sorensen crashed giving Weber and Hunt first and second. Sorensen still managed to finish third with Bolten fourth.

In moto two, Bolten smoked the start and left his competition in the dust. Weber cruised in second, knowing that he had the overall. Hunt and Sorensen followed closely for the rest of the moto.

KTM-mounted Ray Waddell took the holeshot in the Over-25 class, followed by Dave Brown and Brad Jones. Jones got sideways and let Gregg Poots and Jeff McDonald take over third and fourth. Poots moved by Brown for second, while Jones moved up to third. Poots and Jones collided sending Jones to take soil samples. Dana Hunt on a Honda 125 passed several riders to take over fourth. Waddell took an easy win, with Poots and Brown rolling for second and third.

In moto two, McDonald took a clean holeshot over Jones and Scott Hochstein. McDonald and Jones battled for several laps. Approaching the white flag, Jones block-passed McDonald. McDonald hit the dirt giving Hochstein second place. McDonald salvaged a third place finish while first moto winner Waddell fell on the start and worked up through the pack, finishing sixth. Jones took the overall with a 5-1 finish.

Results

60: 1. Rusty Spencer; 2. John Miller; 3. Chad Rouh.

80 JR: 1. Jeremy Clipperton; 2. Chris Allensworth.

125 B: 1. Jeff Dishman; 2. John Deegan; 3. Shane Hinze.

250 B: 1. Denny Stephenson; 2. Mark Bolten; 3. Bryan Sorensen.

250 B: 1. Dave Brown; 2. Todd Gift; 3. Jeff Pezzetti.

250 A: 1. Denny Stephenson; 2. Steve Hytrek; 3. John Graybill.

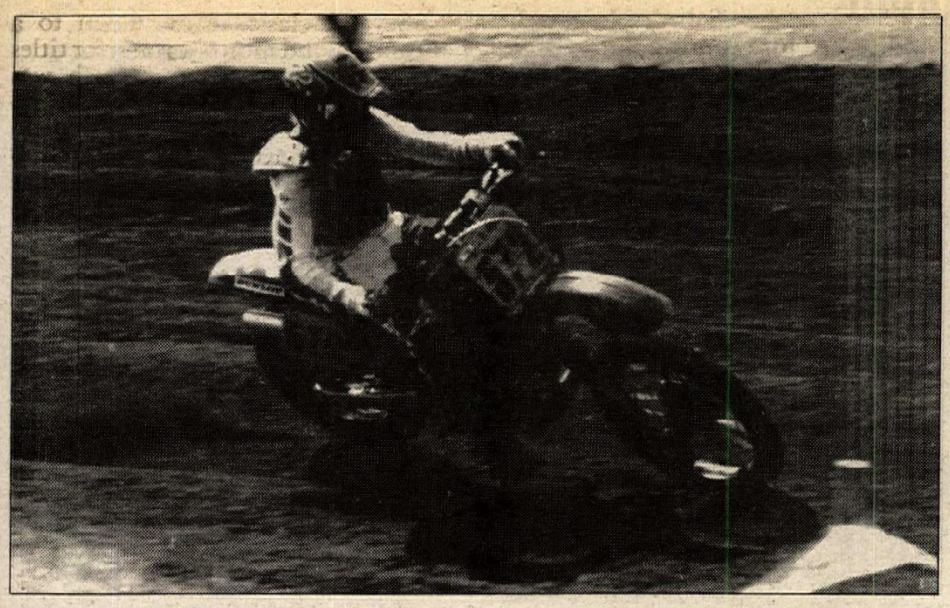

PHOTO BY SALLY SULLIVAN

Clint Jones came from last to second in moto one then won the second 125cc Intermediate moto at Interstate. He also won the 500cc class.

OPEN: 1. Brad Jones; 2. Steve Hytrek; 3. Scott Hochstein.
OVER 25: 1. John Graybill; 2. Scott Hochstein; 3. Bob Lowry.

Jones jets to Interstate MX win

By Sally Sullivan

OKLAHOMA CITY, OK, OCT. 18
Clint Jones took the 125cc Intermediate class by storm at the GNC Regional Qualifier held at Interstate MX Park today. Jones came from last to second in moto one, then took the lead early to win the second round.

As the gate dropped for the first moto the first riders out of the gate were Jeff Emig, Jason Owens and Ricky Ware. Jones had been bumped from both sides at the start, causing him to be in last place at the first turn. Jones immediately turned up the wick and started passing riders, working his way up from 15th to fourth. Jones was breathing down the necks of Emig and Ware, who were battling for second place. As Jones put the pressure on Emig and Ware collided with both riders going down. Jones then caught up to and began pushing Owens. It was a photo finish, with Owens taking the win.

The second moto found Owens with the holeshot with Emig and Jones close behind. Jones passed Emig then Owens to move into first, which he held for the remainder of the race. Owens finished second and second overall ahead of Emig.

Results

PEE WEE: 1. Eli Slater (Yam); 2. Bubba Ellis (Yam); 3. Brandon Carpenter (Yam).
MINI MINI: 1. Robbie Reynard (Kaw); 2. Craig Morren (Kaw); 3. Ricky Nix (Kaw).
MINI BEG: 1. Brian Smith (Yam); 2. Daniel Sanders (Yam); 3. David Stanfield (Kaw).
MINI JR: 1. Robbie Reynard (Kaw); 2. B.J. Swift (Suz); 3. Forest Clarabut (Kaw).
MINI SR: 1. Jared Hamby (Hon); 2. Trey Owens (Hon); 3. Ron Ainsworth (Kaw).
125 BEG: 1. Gil Swift (Kaw); 2. Eric Williamson (Kaw); 3. Doyle Roller (Yam).
125 NOV: 1. Bruce O'Hagan (Yam); 2. Doug McLarty (Hon); 3. Daniel King (Kaw).
125 INT: 1. Clint Jones (Hon); 2. Jason Owens (Hon); 3. Jeff Emig (Kaw).
125 EX: 1. Brett Shumte (Kaw); 2. Brian Emig (Kaw); 3. Whisper'n Smith (Yam).
250 BEG: 1. Mike Sullivan (Hon); 2. Mike Bramer (Hon); 3. Rick Nix (Suz).
250 NOV: 1. Mike Humphries (Hon); 2. Tommy Ash (Yam); 3. Aron Neeman (Hon).
250 INT: 1. Lance Norick (Kaw); 2. Mike O'Hagan (Yam); 3. Deral Hardy (Yam).
250 EX: 1. Dane Hillary (Hon); 2. Danny Powell (Yam); 3. Phillip Miles (Hon).
500 INT: 1. Clint Jones (Hon); 2. Jim Thomas (Yam); 3. David Eubanks (Hon).
OVER 25/30: 1. Greg Brown (Hon); 2. Robert Reynard (Kaw); 3. Bill Denton (KTM).

Coffey takes win at Mid-Michigan Trial

By Michael Beaudoin

ROSE BUSH, MI, OCT. 11
The Mid-Michigan Trials Club held their second trial competition of the year in Rose Bush, Michigan. Todd Coffee topped the Expert class riders with a score of 51 points. Brad Howard was second with 32. Ron Russ finished in third place with 38 points and Bob Capistrant was fourth with 82.

The Advanced class win went to Brian Adherne with 78 points. Second went to David Richardson with 90 points and Sam Bowman was third with 102. Jeff Umstead was fourth with 109 and Allen Morgan finished in fifth place with 158.

The Intermediate win went to Brad Boucher with 19 points. Second place was Brad's brother, Scott, with 25. Terry Straubel was third with 97, narrowly edging Ron Payne who was fourth with a close 99 points. Michael Beaudoin finished in fifth place with 140 points.

The Senior win was awarded to Martin Meida with 34 points. Second was Ed Logan with 109.

In the Novice class Brandon Bouman was first place winner with 11 points. Second was Paul Albrecht with 15 and a close third was Randall Ireland with 17. Fourth place was awarded to Eric Morgan with 23 points while Gus Littke finished in fifth place with 44.

Results

EX: 1. Todd Coffey (Fan); 2. Brad Howard (Yam); 3. Ron Russ (Bet); 4. Bob Capistrant (Yam).
ADV: 1. Brian Aherne (Yam); 2. David Richardson (Yam); 3. Sam Bowman (Yam); 4. Jeff Umstead (Hon); 5. Allen Morgan (Yam).
INT: 1. Brad Boucher (Yam); 2. Scott Boucher (Yam); 3. Terry Straubel (Yam); 4. Ron Payne (Yam); 5. Michael Beaudoin (Fan).
SR: 1. Martin Meida (Yam); 2. Ed Logan (Yam).
NOV: 1. Brandon Bowman (Yam); 2. Paul Albrecht (Yam); 3. Randall Ireland (Kaw); 4. Eric Morgan (Yam); 5. Gus Littke (Yam).

Gawne tops Bent Fenders Trial

By Michael Beaudoin

MEMPHIS, MI, OCT. 18
The last M.O.T.A. Trial was put on by the Bent Fenders Trial Club at Memphis and Jim Gawne dominated the Advanced class with a score of 43 points over Jeff Umstead's score of 93. Brian Adherne was third with 96 points, fourth place went to Jeff McCloud with 102 and Allen Morgan finished in fifth place with 112 points.

The Expert win went to Ron Russ with 109 points. Gerry Bonkirk was second with 126, over Dave Waldo with a score of 146 and Bob Capistrant was fourth with 157.

Dan Strohar was the Intermediate class winner with 54 points. Greg Barlow was second with 70 points, third place was Michael Beaudoin with 89 points and Ford Sutton was fourth with 94.

In the Senior class Bill Smith won with 15 points over Jim MacArther's score of 51 for second. Tad Muscott was third place with 63, fourth place

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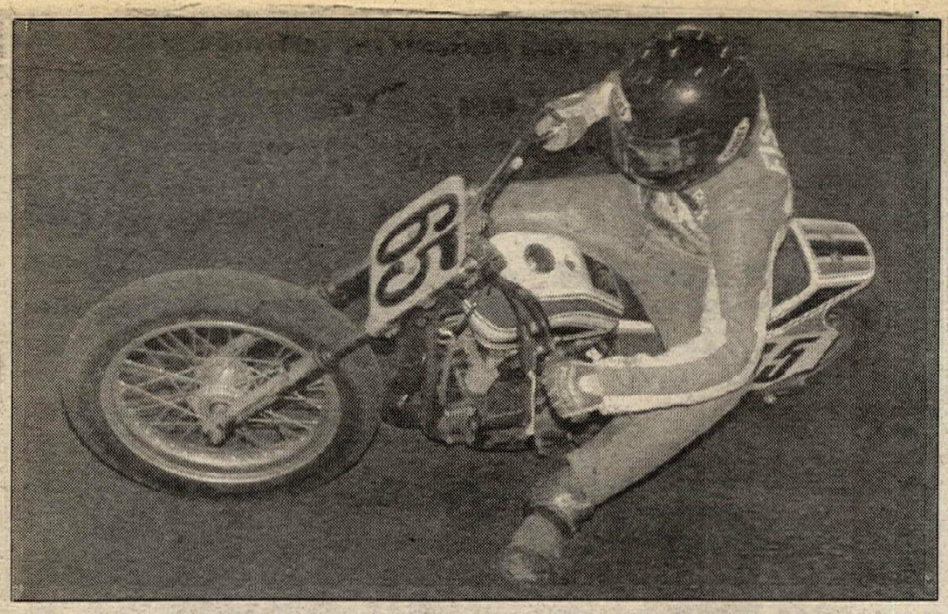

PHOTO BY DERRYL ANDERSON

Rex Fisher finished fifth in the 250cc Pro class and third in the Open Pros at the Clark County Fairgrounds in Washington.

went to Richard Coffey with 78 and Carrol King finished in fifth place with 102 points.

The Novice class win went to Dennis Mack with 19 points. Second place was Scott Machinski with 32, Eric Morgan was third with 44, fourth was Jeff Smallwood with 46 and a close fifth place was John Jorgenson with 47.

Results

EX: 1. Ron Russ (Bet); 2. Gerry Bonkink (Bet); 3. Dave Waldo (Hon); 4. Bob Capistrant (Yam).

ADV: 1. Jim Gawne (Yam); 2. Jeff Umstead (Yam); 3. Brian Aherne (Yam); 4. Allen Morgan (Yam).

INT: 1. Dan Strohar (Yam); 2. Greg Barlow (Fan); 3. Mike Beaudoin (Fan); 4. Ford Sutton (Kaw).

SR: 1. Bill Smith (Yam); 2. Jim MacArthur (SWM); 3. Tad Muscott (Yam); 4. Richard Coffey (Dan); 5. Carrol King (Yam).

NOV: 1. Dennis Mack (Yam); 2. Scott Machinski (Yam); 3. Eric Morgan (Yam); 4. Jeff Smallwood (Yam); 5. John Jorgenson (Hon).

Dishman dominates Iowa MX

By Brad & Sharon Jones

CRESTON, IA, SEPT. 27

Scott Rouh took the holeshot in the 125cc B class only to fall a half lap later, handing his lead over to Brian Hytrek. Riding a 1985 Kawasaki, Hytrek held off the charges of overall winner Jeff Dishman who was on a brand new 1988 Honda at Creston. Rouh remounted in third and held his position to the finish.

In moto two, Hytrek smoked the start to lead the pack. Dishman hounded Hytrek for four laps and blasted by for the lead. Hytrek tried to regain his position, but crashed big time on a fast off-camber. Dishman took an easy win, while Hytrek sustained a bad cut and did not finish. Rouh held down third until he crashed, giving John Deegan second. Rouh salvaged a sixth; Dishman took the overall, and Shane Hinze was third.

Denny Stephenson smoked his competition, taking all four of his motos in the Expert classes. In the 125cc As, Stephenson took both holeshots with Mark Bolten a close second. This was Bolten's first race since he broke his collarbone several weeks ago. Bolten maintained an impressive second throughout both motos. The best dicing was for third as John Weber, Brian Sorensen, Bob Lowry and Marvin Henricksen had a fierce battle. Sorensen finally took third by the end of both motos.

Results

MINI SR: 1. Mack Vanderbeek; 2. Brent Quellette; 3. Travis Underwood.

MINI JR: 1. Paul Hunter; 2. Steve Klug; 3. Jeremy Clipperton.

125 B: 1. Jeff Dishman; 2. Mark Baumert; 3. Jay Harder.

125 A: 1. John Weber; 2. Mark Bolten; 3. Bryan Hunt.

250 B: 1. Dave Brown; 2. Joe Doerhoff; 3. Mark Goldner.

250 A: 1. Brad Jones; 2. Mark Bolten.

OPEN: 1. Brad Jones; 2. Jeff McDonald; 3. Ray Waddell.

OVER 25: 1. Brad Jones; 2. Ray Waddell; 3. Dana Hunt.

Zweifel zaps Experts at Meadowlarks' MX

By Peggy Adamic

AMHERST, OH, OCT. 11

Yamaha rider Vern Zweifel rode to the overall win in the 125/250/Open Expert class at Amherst Meadowlarks Motorcycle Club in Amherst, Ohio. Zweifel took 2-1 moto finishes en route to his victory in the Meadowlarks' final motocross of the season.

Moto one of the combined Expert class belonged to Honda-mounted Brian Smith as he took the wire-to-wire win. Ken Frankenbery trailed Smith to the first turn but became a victim of the slick, muddy track conditions and found himself in last place. Art Jackson took control of second with Zwifel routing into third. Midway into the race, Smith was out to a 20-second lead while Zweifel pressured Jackson for second. Brunswick Suzuki rider Dave Fletterick held fourth while Frankenbery motored into fifth. With three laps to the checkered flag Zweifel passed Jackson and Fletterick moved to within a bike length of Jackson at the finish with Frankenbery holding fifth.

Jackson led the pack of riders through the first turn to start moto two. Zweifel had passed Jackson with Frankenberry going past also a half-lap later. While Zweifel shot out to a 10-second lead Frankenbery and Jackson rode a seesaw battle for second. Frankenbery was passed but rode back into second when Jackson went down. Jackson was up and going quick enough to hold third with Smith moving to within striking distance. Zweifle held a three second lead over Frankenbery at the checkers and Smith moved by Jackson to take third for second overall.

Ken Novak was the overall winner in the 250cc C class. Steve "Wilmo" Wilmington chased Novak through the first turn and throughout the five laps of moto one. In moto two, Novak once again had his Honda to the first turn ahead of Wilmington, Eric Lough and John Kreps. Wilmington fell in turn one. Kreps quickly took second from Lough while Wilmington started picking off the riders ahead of him. With one lap to the finish Novak was out to a 15-second lead. Wilmington had moved to within striking distance of Kreps and then passed him to take second. Kreps held third while Lough filed under the checkers in fourth.

In 125cc C action Joel Eckstine mounted his Yamaha and rode to the double moto win. Moto one started with Eckstine out front and a three-way Kawasaki battle for second between Bill Koleno, Alan Bates and Kelly Johnson. Koleno moved ahead and held second through the final lap as Batesa nd Johnson swapped places. Koleno moved up within striking distance of Eckstine with both riders going down in the heat of the battle. Eckstine was up quickly enough to hold his lead with Johnson routing in to second. Koleno filed in behind Johnson but was docked a lap for cutting the track. Bates was awarded third.

In moto two, Bates, Johnson and Eckstine held the top three spots through midmoto when Bates fell in a sweeper and rejoined the race in third. Johnson and Eckstine ran a tight race with Eckstine taking the lead on the last lap. Johnson and Bates followed under the checkered flag.

Results

60: 1. Karl Scott (Kaw).

80 7-11: 1. Zak Schaefer (Kaw); 2. Jason Lesure (Yam).

80 12-13: 1. Jeff Wooledge (Hon); 2. Jay Hershey (Yam); 3. John Grasso (KTM); 4. Jared Windisch (Hon).

80 14-15: 1. Jason Balas (Hon); 2. Jim Slaughter (Hon); 3. Gene Kelley (Hon); 4. Bruce Steinfurth (Hon); 5. Chris Baker (Hon).

125/250/OPEN A: 1. Vern Zwifel (Yam); 2. Brian Smith (Hon): 3. Ken Frankenbery (Hon); 4. Art Jackson (Hon); 5. Rob Yenulonis (Hon).

125 SCHBY: 1. Bryan Jones (Kaw); 2. Steve Wooledge (Hon); 3. Joel Eckstine (Yam); 4. Bruce Steinfurth (Hon); 5. Bill Koleno (Kaw).

125 B: 1. Bryan Jones (Kaw); 2. Mike Cain (Yam); 3. Steve Wooledge (Yam); 4. Chuck Adams (Hon); 5. Patrick Williams (Hon).

125 C: 1. Joel Eckstine (Yam); 2. Kelly Johnson (Kaw); 3. Alan Bates (Kaw); 4. James Wagner (Hon); 5. Eric Jeakle (Hon).

250 C: 1. Ken Novak (Hon); 2. Wilmo Wilmington (Kaw); 3. John Kreps (Hon); 4. Eric Lough (Kaw); 5. Dirk White (Honn).

SR 1: 1. Steve Kaplan (Hon).

OPEN B: 1. Rick Welton (Hon).

Holden hot at Clark County ST

By Derryl Anderson

RIDGEFIELD, WA, OCT. 16

Honda-mounted Matt Holden barely held off Ryan and Rex Fisher to claim the overall victory in the 250cc Pro class of the short track held in the Clark County Fairgrounds Indoor Arena. A huge turnout of riders showed up for tonight's opener, and the track got a bit rough but action was terrific.

In the heat race Holden got the holeshot followed by Ryan Fisher, brother Rex Fisher, then Bill Taylor, Del Schnitzer, and Kevin Bass. Holden began to pull away from the others while Rex Fisher pushed brother Ryan all over the track looking for an opening. Finally on lap six Ryan made a bobble and Rex flew underneath, taking Schnitzer with him. Ryan Fisher had a mechanical problem and dropped back two more spots. When the checkered flag came out the order was Holden, Rex Fisher, Schnitzer, Taylor, Bass and Ryan Fisher.

In the main event Schnitzer jumped the line, sending him to the back row. On the restart Holden got the scratch ahead of Taylor, Rex Fisher, Ryan Fisher, Schnitzer and Bass. This time Ryan Fisher was all over younger brother Rex. Ryan tried the inside then the outside, pushing and shoving but nothing worked. Finally on lap four Rex came into turn three a little too hot and slid out. Meanwhile Holden was cruising away with the lead. A lap later Ryan Fisher started to push Taylor and the duo changed positions twice per lap with Fisher finally taking control on lap six. Holden was flawless all night as the checkered flag came out. Behind him in order was Ryan Fisher, Taylor, Schnitzer, Rex Fisher and Bass.

In the Open Pro class heat race Schnitzer got the scratch ahead of Troy Rose, Paul Newman, Taylor, Jim Perry, Ron Adams and Rex Fisher. Schnitzer went out to a 10 yard lead on Rose, who had 15 yards on the others. Rex Fisher was charging through the pack and by lap three was in third pressuring Rose. The positions remained the same at the checkered flag with Schnitzer leading Rose, Fisher, Taylor, Newman and Adams.

In the main event Schnitzer got the lead and went wire to wire. Behind him was Rose, Rex Fisher, Taylor, Perry, Newman and Adams. Rex Fisher was all over Rose but he couldn't find an opening. Taylor went down in turn four and Schnitzer continued to run away with no problems. At the finish it was Schnitzer, Rose, Fisher, Perry, Newman and Adams.

Results

50: 1. Joshua Currey; 2. Jessica Kirkman; 3. Jason Hanson; 4. Jim Kirkman.

60: 1. Brent Marks.

80: 1. Ryan Anderson; 2. Ed Webber.

250 AM: 1. Ted Abernathy; 2. Rick Holmes; 3. Pat Munyon.

250 MONEY: 1. Matt Holden; 2. Ryan Fisher; 3. Billy Taylor; 4. Del Schnitzer.

+30: 1. Ted Abernathy; 2. Rick Holmes.

+40: 1. Jerry Halverson; 2. Ron Mehner.

OPEN AM: 1. Jay Terry; 2. Kevin Wise; 3. Tim Richetts.

OPEN MONEY: 1. Del Schnitzer; 2. Troy Rose: 3. Rex Fisher; 4. Jim Perry.

Ownby head of class at Lodi MX

By Mikki McBride

LODI, CA, OCT. 17

Monty Ownby led the pack from start-to-finish in the second moto after finishing second in the first one and had the points to win the overall in the 125cc Novice-Junior class at the Lodi Cycle Bowl. Paul Polhemus came in second while Yamaha-mounted Doug Jones and Tim Selby battled it out for third with Selby getting the edge on Jones on the white flag lap.

Shawn Freiling flew in first in the 250cc Junior-Expert class while Daryle Yount and Tommy Knight, both riding Suzukis came in third and fourth, respectively.

In the 500cc Novice class Tony Souza and Alan Loredo tied for first place points, but the win was given to Souza for winning the second moto. Both riders put on an excellent show for the crowd. Brad Huffer brought his KTM in for a close third while Honda-mounted Clark Plummer was over the line for fourth.

Honda rider Eddie Brown was the surprise in the Vet class. He rode to first place while Steve Law was second and Michael Merck third.

Results

VET: 1. Eddie Brown (Hon); 2. Steve Law (Hon); 3. Michael Merck (Kaw); 4. Bob Harrill (Kaw); 5. Clark Plummer.

80 NOV-JR: 1. Mike Lozano (Hon); 2. Justin Ownby (Suz); 3. Herbie Callen III (Hon); 4. Ryan Rieger (Suz); 5. Sammy Sabedra (Kaw).

125 NOV-JR: 1. Monty Ownby (Kaw); 2. Paul Polhemus (Kaw); 3. Doug Jones (Yam); 4. Tim Selby (Kaw); 5. Jim Lehnertz (Kaw).

500 NOV: 1. Tony Souza (Yam); 2. Alan Loredo (Kaw); 3. Brad Huffer (KTM); 4. Clark Plummer (Hon); 5. John Lee (Hon).

250 NOV: 1. Troy Decoque (Hon); 2. Brad Lynn (Hon); 3. Andrew Borth (Kaw); 4. Paul Pack (Hon); 5. Ron Occhipinti (Hon).

250 EX-500 JR: 1. Shawn Freiling (Kaw); 2. Daryle Yount (Suz); 3. Tom Knight (Suz).

Yamamoto wails at DeAnza Motocross

By David Procida

SUNNYMEAD, CA, OCT. 5

Round six of the USA Championship Series at DeAnza Cycle Park featured a combined 125/250/500cc Novice class in the opening moto. Gate one contained the 125cc bikes while gate two was made up of the 250cc and Open class machines.

When the first gate fell Yoshi Yamamoto pulled quickly to the front of the herd with Kenny Sommer, Marc Matson and Yamaha-mounted Lance Mason close behind.

PHOTO BY DAVID PROCIDA

Richard Geraghty (55) leads the combined Intermediate pack to the second turn at DeAnza. Geraghty won the 250cc class.

Yamamoto put his NGK/IRC YZ into high gear and was never challenged on the tight DeAnza track as Mason battled with Matson and Bruce Kamis a short distance behind the leader. The white flag came out on the next lap for Yamamoto who cruised in for the win with Jeff Griffin, Sommer and Suzuki-mounted Mike Otwell in fourth.

In moto two Kevin Hanrahan jumped out into the lead and held on for most of the opening lap before going down in a muddy corner, giving the lead to Yamamoto who as in moto one went virtually unchallenged to the checkers. Behind him positions changed with every lap and following Yamamoto to the finish were Mason, Matson and Hanrahan who recovered from his first lap mishap to finish fifth. Yamamoto captured the overall via 1-1 motos with Lance Mason going 6-2 for second overall. Taking home third overall was Matson.

In the Open Novice class Gear Racewear's Bryan Richardson continued in his win streak by capturing his sixth overall win of the series. David Thayer and Greg Keirn finished second and third, respectively.

In 250cc Novice action Ernie Barba went 1-2 for the overall win after Charlie Flippen had problems in moto one when he stuck his front tire deep into the mud at the bottom of the first turn. He came from dead last to finish fourth in moto one and made up for the error in moto two by running away with the win. His 4-1 tally netted him second overall with Bobby Panalosa going 2-3 for third.

In 250cc Pro action Craig Davis withstood charges from Willy Musgrave and Jeff Maybery to take home the purse for first. Musgrave captured second overall with Martin Klossner's 4-3 day good for third.

Results

WMN: 1. Sheila Noretz (Kaw); 2. Gale Webb.
VET BEG: 1. Mark Dennis (Hon); 2. Larry Miller (Kaw); 3. Danny Gonzalez (Hon).
VET NOV: 1. Carl Schockley (Kaw); 2. Bob Sullivan (Hon); 3. David Procida (Hon).
VET INT: 1. Alan Kent (Yam); 2. Lee Amaradio (Yam); 3. Robert Failing (Hon).
VET EX: 1. Ken Ratzloff (Hon); 2. Alan Olson (Suz); 3. David Hassell (Hon).
80 STK BEG: 1. Travis Fleming (Hon); 2. Eddie Pattersopn (Hon); 3. Aaron Wenstrup (Yam).
80 STK NOV: 1. Kevin Shafer (Kaw); 2. Ryan Doty (Kaw); 3. Edward Jay (Suz).
80 STK INT: 1. Ray Hensley (Yam).
80 STK EX: 1. Dustin Evans (Kaw).
80 MOD NOV: 1. Kavika Shibuya (Suz); 2. Aaron Wenstrup (Yam); 3. Edward Jay (Suz).
80 MOD INT: 1. Ray Hensley (Yam).
80 MOD EX: 1. Dustin Evans (Kaw).
125 BEG D-1: 1. Seath Boedman (Yam); 2. Ace January (Suz); 3. Tiger Garcia (Hon).
125 BEG D-2: 1. Jeff Ratzloff (Hon); 2. Craig Kruczek (Suz); 3. Stephen Petersen (Yam).
125 NOV: 1. Yoshi Yamamoto (Yam); 2. Lance Mason (Yam); 3. Marc Matson (Hon).
125 INT: 1. Mike Chamberlain (Yam); 2. Levi Noble (Hon); 3. Randy Danglo (Kaw).
125 PRO: 1. Mike Young (Cag); 2. Andy Northrup (Hon).
250 BEG: 1. Scot Bennett (Kaw); 2. Jason Chapman (Hon); 3. William Welchlance (Yam).
250 NOV: 1. Ernie Barba (Hon); 2. Charlie Flippen (Hon); 3. Bobby Penalosa (Yam).
250 INT: 1. Richard Geraghty (Yam); 2.Peter Buggle (Yam); 3. Jim Hawkins (Hon).
250 PRO: 1. Craig Davis (Yam); 2. Willy Musgrave (Kaw); 3. Martin Klossman (Yam).
500 BEG: 1. Ron Sheldon (Hon); 2. Jamie Morton (Hon); 3. Tom Andersen (Yam).
500 NOV: 1. Bryan Richardson (Yam); 2. David Thayer (Hon); 3. Greg Keirn (Hon).
500 PRO: 1. Greg Nash (Hon); 2. Joey Tuttobene (Hon); 3. Carl Gazaty (Hon).

Damron devastates Lodi ST

By Mikki McBride

LODI, CA, OCT. 16

Bob Damron won the 500cc Expert class with a start-to-finish performance tonight on the one-eighth mile cushion track at Lodi.

Damron took his Rotax into the holeshot with Honda rider Kris Kiser right behind him in second. Andy Tresser was in the third spot on a Rotax followed by Harley-mounted Jose Aguilar in fourth. Dave Bostrom grabbed the eighth spot then settled down to ride, working his way through the pack. Woody Rogers had the fifth spot and went wide coming out of turn two and David Ryan, astride his Rotax, went under him. Ryan was also able to squeeze by Tresser and Kiser to take over the second spot where he stayed until the finish, just two bike lengths behind Damron. Kiser stayed in third, Rogers in fourth, and Bostrom recovered enough of his bad start to slip into fifth place just as he got to the checkered flag.

Ryan went on to win the trophy dash with Rogers coming in second and Damron third after a bad start off the line.

There were 11 riders in the Veterans class, with Yamaha rider, Bob Spear giving Bostrom a hard way to go on his ATK. Bostrom managed to edge into first place at the finish with Spears right behind him and Gary Cordeiro coming in a close third on a Honda.

Bostrom's son Ben, riding his quick Honda, dominated the 80cc Junior/Expert class as a Junior while Expert Herbie Callen III came in a close second, also on a Honda.

In the Pee Wee class it was Yamaha-mounted Kenny Schneider all the way from start to finish. Aaron Findley followed Schneider across the line for the second spot, also on a Yamaha.

Results

P/W: 1. Kenny Schneider (Yam); 2. Aaron Findley (Yam); 3. Tony Souza Jr. (Yam); 4. Buckley Acosta (Hon).
60 NOV/JR: 1. John Murphret (Kaw); 2. Jeff Gabhart (Kaw); 3. Eric Bostrom (Hon).
80 NOV: 1. Brandon Carnahan Jr. (Hon); 2. Tory Bostrom (Hon).
80 JR/EX: 1. Ben Bostrom (Hon); 2. Herbert Callen III (Hon).

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PHOTO BY DOUG MAY

Noel Smage cleans a tough section at Lake Geneva.

VET NOV/JR/EX: 1. Dave Bostrom (ATK); 2. Bob Spear (Yam); 3. Gary Cordeiro (Hon); 4. Mark Butler (Yam); 5. Don Shipley (Hon).
125-250 NOV/JR: 1. Tim Selby (Kaw); 2. Bryan Roberts (Hon); 3. Scott Buchman (Suz); 4. Johnny McGill (Hon).
250 JR/EX: 1. Steven Raymond (W-R); 2. Daniel McDonnell (Hon); 3. Paul Polhemus (C-A).
500 NOV: 1. Sam Lomanto (Hon); 2. David Sanchez (Hon); 3. Tony Souza (Yam); 4. Robert Meiring (Hon).
500 JR: 1. Joseph Pineda (Hon); 2. Bob Spear (Yam); 3. Gary Cordeiro (Hon); 4. Gary Millewski (Yam); 5. Clay Hodges (Hon).
500 EX: 1. Robert Damron (W-R); 2. David Ryan (W-R); 3. Kris Kiser (Hon); 4. Woodrow Rogers (Yam); 5. Dave Bostrom (ATK).
EXHIBITIONS
100 4-STRK: 1. Bobby McDowell (Suz).
TD: 1. David Ryan (W-R); 2. Woodrow Rogers (Yam): 3. Robert Damron (W-R).

Rohrschneider wins Lake Geneva Trials

By Jay Genericson

LAKE GENEVA, WI, SEPT. 27

Dave Rohrschneider wrapped up the District 16 trials title with a win at Lake Geneva. Rohrschneider has been virtually unbeatable this year, but he did have some serious competition. Noel Smage took runner-up honors, eight points behind Rohrschneider.

Lake Geneva consisted of natural and man-made obstacles. The Championship class riders had one section where a sharp downhill was followed by a U-turn over a log and an immediate uphill which was 12 feet high. After dropping back down the hill, the riders had to ride up a four-foot high vertical cement wall. Rohrschneider hammered the top of the wall with his skid plate, but had enough speed to slide over. Smage used a little more speed and also made the wall, but Zigi Jedmak had a little less luck when his HRC RTL250 smashed the wall hard and bounced backward, taking five points for the section.

Doug Hay took the Expert win by two points ahead of Jim Altemus. Altemus rode better than Hay did, but he couldn't make it up a killer uphill that Hay could. The hill was about 40 feet high and nearly vertical at the top. Altemus' Fantic 301 didn't have the proper gearing to make the hill, and he crashed all three attempts taking a maximum 15 points. Hay nailed the hill wide open on his Yamaha 350 and cleaned the section all three attempts, gaining 15 points, just enough to sneak by for the win.

Junior points leader Chuck Blose took a narrow win over Stanley Blonarz. Blonarz tied Blose on points, but Blose had more zero rides. Clark Runyard was third, only one point back, and Rick Schmidt took fourth. Blose, a former District 16 Champion, likes the events a little tougher, making it more favorable to the better riders. One more mistake would have put him back in third place. Schmidt was one of the favorites coming into the event, but had a bad day.

Jerry Westphal whipped the Novice riders again and will be the new State Champion for '88. He beat John Skwareck by nine points.

Joe Bahr took the Youth class win with a 10 point win over Jeremy Peterson. Keith Westphal took the third spot.

Results

C'SHIP: 1. Dave Rohrschneider (20); 2. Noel Smage (28); 3. Zigi Jedmak (53).
EX: 1. Doug Hay (57); 2. Jim Altemus (59); 3. Ed Pohleber (123).
JR: 1. Chuck Blose (29); 2. Stanley Blonarz (29); 3. Clark Runyard (30); 4. Rick Schmidt (45); 5. Stan Smulski (46).
NOV: 1. Jerry Westphal (38); 2. John Skwareck (47); 3. Ken Mundt (51); 4. Lance Thermes (63); 5. Mark Doll (76).
YTH: 1. Joe Bahr (23); 2. Jeremy Peterson (33); 3. Keith Westphal (42).

Reed wins Ottawa Poker Run

By Paul Hayes

OTTAWA, IL, OCT. 11

Dick Reed played his cards right at the Variety Riders M/C-sponsored AMA sanctioned Poker Run.

Reed drew cards at each of the five checkpoints located at various points during the 87-mile run. He came out on top in the Drivers class. His winning hand was three kings and two aces. Reed rode a Gold Wing. Second place went to Rich Gretencord. He turned in a nine high straight. Rodney Damron riding a Yamaha rounded out the top three with three threes.

In the Passenger class Sandy Bell finished first. She was riding a Gold Wing with her husband Elmer. Bell carded a spade flush. A hand of three-eights gave Karen Wawerski second place. She was on a Harley-Davidson. The third spot belonged to Cathy Dorwick, with two aces who was on a Honda.

Louie Becker ended his ride with a full house, two's over queens. He also claimed the Solo class overall. Jim Jenkins came in second place via a heart flush. Harley-Davidson-mounted Ernie Brevik had a jack high straight, giving him third place.

Results

SOLO: 1. Louie Becker; 2. Jim Jenkins; 3. Ernie Brevik; 4. Rick Clark; 5. Bill Parrott.
DRVR: 1. Richard Reed; 2. Rich Gretencord; 3. Rodney Damron; 4. Elmer Bell; 5. Steve Girot.
PSNGR: 1. Sandy Bell; 2. Karen Wawerski; 3. Cathy Dorwick; 4. Tami Miskall; 5. Deb Collier.
LARGEST CLUB: 1. Twin River Riders.
FARTEST RIDER: 1. B.L. Coffman.

Hand shines at Ohio Motocross

By Peggy Adamic

RAVENNA, OH, OCT. 10

Honda-mounted David Hand ripped through both motos of the combined Lightweight and Heavyweight Pro classes to grab the overall win at Ohio International Raceway. Nearly 150 riders braved the chilly northern Ohio fall temperatures for one of the final area MX races of the year.

Hand was out front as the pack of riders headed through the first turn and went unchallenged throughout the seven-lap moto. Fellow Honda rider Steve Gardiner and Kawasaki-mounted Ed Snyder moved into second and third. Hand held a 13 second lead to begin the fourth lap and Barney Barnett routed his Honda past Dale Taylor and Snyder while Mike Boggia worked past Taylor and Snyder less than a lap later. Gardiner encountered problems and dropped to midpack. Barnett, Boggia, Snyder and Taylor followed Hand under the checkered flag.

Boggia and Hand were side-by-

side at the start of the second moto with Suzuki-mounted Boggia pulling ahead in turn two. While Barnett, Gardiner and Ken Frankenberry jockeyed for position, Hand kept a watchful eye on the front runner. The two riders were tire-to-tire to start the second lap and shortly after as they rode through the starting area, Boggia hit a berm with Hand squaring off the turn and taking the lead. Hand held his lead for the remainder of the moto while Barnett moved to within striking distance of Boggia. As Hand worked up an 11-second lead, Barnett passed Boggia only to have Boggia regain second place less than a half of a lap later.

KTM rider Chris Grasso grabbed double moto wins in the 125cc C class. Moto one saw Grasso take control in turn one and hold his position to the end of the moto. Honda-mounted James Taylor chased Grasso from the drop of the gate all the way to the checkered flag. Kawasaki rider Alan Bates started moto one in fifth and worked his way past Chris Miller and Robert Herbst to finish third.

Grasso repeated his performance in the second moto, finishing better than 10 seconds ahead of the riders behind. Tim Lutes followed Grasso through turn one and held the position throughout the race. Taylor and Bates routed past Herbst to take third and fourth.

Honda-mounted Mike Howell walked away with double moto wins in the 80cc 14-15 class. Jason Balas, Gene Kelly and Trevor Vines held second through fourth behind Howell in each moto.

Bill Pizzino mounted his YZ250 and took the overall win in the 250cc B class with 3-1 moto finishes. Moto one turned out to be a Honda battle between John Hill and Rick Merhar when Pizzino and Dean Pieronek collided on the first lap. Hill held the lead for two laps until Merher took the lead for the remainder of the race. Pizzino worked his way from last place into third by the end.

Tom Timchek raced the first two laps of the second moto in first place with Pizzino in pursuit. While Pizzino routed into first, Pieronek began his climb to the front of the pack. Merhar, Pieronek and Hill passed Timchek with Pieronek routing past Merhar into second with less than a half lap to the finish.

Once again Kawasaki-mounted Bryan Jones swept both the 125cc School Boy and 125cc B classes.

Results

50: 1. Jesse Atkinson (Yam); 2. Jason Kinley (Yam); 3. Jesse Finley (Yam); 4. Mark Callahan (Suz); 5. Joshua Smith (Yam).

80 7-11: 1. Jason Shell (Kaw); 2. Mike Bocook (Kaw); 3. Matt Martsolf (Kaw).

80 12-13: 1. Jeff Wooledge (Hon); 2. John Grasso (KTM); 3. Jay Hershey (Yam); 4. Dave Bodo (Yam); 5. John Bodo (Hon).

80 14-15: 1. Mike Howell (Hon); 2. Jason Balas (Hon); 3. Gene Kelly (Hon); 4. Trevor Vines (Hon); 5. Jim Slaughter (Hon).

EX: 1. David Hand (Hon); 2. Mike Boggia (Suz); 3. Barney Barnett (Hon); 4. Ed Snyder (Kaw); 5. Greg Wheeler (Hon).

125 SCHBY: 1. Bryan Jones (kaw); 2. Steve Wooledge (Hon); 3. Tim Lutes (Hon); 4. Chris Grasso (KTM); 5. Kevin Sweeney (Kaw).

125 B: 1. Bryan Jones (Kaw); 2. Tony Boyas (Hon); 3. Steve Wooledge (Hon); 4. Dave Speigle (Hon); 5. Kevin Sweeney (Kaw).

250 B: 1. Bill Pizzino (Yam); 2. Rick Merhar (Hon); 3. John Hill (Hon); 4. Dean Pieronek (Hon); 5. Wayne Becker (Hon).

125 C: 1. Chris Grass (KTM); 2. James Taylor (Hon); 3. Alan Bates (Kaw); 4. Tim Lutes (Hon); 5. Joel Eckstine (Yam).

250 C: 1. Ken Frank (Hon); 2. Steve Wilmington (Kaw); 3. Dave Travis (Hon); 4. Henry Hauenstine (Hon); 5. Steve Smith (Suz).

SR D-1: 1. Blaine Duecaster (Kaw); 2. Dennis Armstrong; 3. Henry Hauenstine (Hon); 4. Bruce Perrell (Hus); 5. Tim Stantial (Yam).

SR D-2: 1. Larry Myers (Kaw); 2. Tom Knapp (Hon); 3. Larry Stahl (Hon); 4. Bruce Steinfurth (Hon).

OPEN B: 1. Jerry Boyd (Hon); 2. Mike German (C-A); 3. Mike Piper (KTM); 4. Derrick Smith (Kaw); 5. Joel Riast (Yam).

EXTRA: 1. David Hand (Hon); 2. Paul Knapp (Hon); 3. Ed Snyder (Kaw); 4. Tony Boyas (Hon); 5. Dean Pieronek.

Wilson tops Woodland Scrambles

By Derryl Anderson

WOODLAND, WA, OCT. 18

Honda-mounted Don Wilson went 2-1 to claim the overall victory in the Four-Stroke Open class of the opening day scrambles held at the Motocross Park. Ten riders jammed the starting line as Wilson battled with Dean Autrey and Columbia Motorcycle's Rick Mschichowski.

After one restart Maxima/Cascade Pull Tabs/Ottco/Bell/Megacycle/Tsubaki/Arrow Racing-sponsored Wilson took the lead ahead of Rick LaVoy, Autrey, and Mschichowski. Autrey went under LaVoy on the first lap and headed for Wilson. The two then battled back and forth with Autrey edging out Wilson at the checkered. Behind them was LaVoy, Rick Stradley, Aric Cool, Terry Stradley and the remainder of the large class.

After another restart moto two was controlled by Wilson followed by Mscichowski, Autrey, LaVoy, Terry Stradley and Tom Thom. Cool went down in turn one as Mscichowski continued to chase Wilson. Right on the duo was Autrey until lap four when he got hit and went down. Autrey retired with sore ribs as Wilson pulled a slight lead on Mscichowski, who had 10 yards on LaVoy. Wilson rode flawless right to the checkered flag. Behind him was Mscichowski, LaVoy, Rod Stradley, Terry Stradley, Thom and Tricia Lyons. The overall went Wilson, LaVoy and Mscichowski.

In the Two-Wheel Open class Alan Pitts got the holeshot in moto one. Right on him was Troy Yeo, Nick Blasdell, Mike Morris, Wilson and Autrey. Pitts went out to a 15 yard lead but Blasdell went under Yeo and started to reel in Pitts. For three laps everything was absolutely wild with all of the riders finally settling in. Blasdell got within five yards of Pitts as the two of them left the pack 40 yards behind. The checkered flag came out for Pitts with Blasdell all over him. Behind them in order was Morris, Autrey, Wilson, Richard Younce, Jeff Younce and Stan Fye.

Blasdell got the scratch in moto two followed by Pitts, Wilson, Morris and Autrey. Morris threw it away in turn four and took one lap to restart. Meanwhile, Blasdell was looking great when all of a sudden mechanical problems took him out for good. Pitts inherited the lead and went the distance with no problems. Wilson and Autrey continued their rivalry right to the end where Autrey narrowly edged out Wilson for second. Behind Wilson was R. Younce, Rob Ohge, J. Younce, Fye and Morris.

Results

P/W: 1. Brandon Lucas.
MINI: 1. Eddie Gerrish; 2. Chris Dineen.
250: 1. Nick Blasdell; 2. Mark Bennett.
2-WHL OPEN: 1. Allen Pitts; 2. Dean Autrey.
4-STRK OPEN: 1. Don Wilson; 2. Rick LaVoy; 3. Rick Mschichowski.

Boncyk blasts Baylands MX

By Mike Vancil

FREMONT, CA, OCT. 16

Steven Boncyk has tried to win an overall at Baylands Raceway Park for quite some time, and tonight was his night as he took the 125cc Beginner win.

In the first moto Boncyk started the moto from the far outside and by the first corner he was already in command and set about getting a good margin over second place as the moto wore on. Boncyk made no mistakes and rode smoothly all the way, keeping his concentration and performing no heroic acts or stylish drives off the severe jumps and tabletops that comprise Baylands' course. Running second to Boncyk was Duane Anderson, but he could make no headway in catching Boncyk.

The second moto was nearly a carbon copy of the first with Boncyk grabbing the lead from the start. The drive from fourth to second for Anderson could go no further and at the checkers he again trailed Boncyk over the line. For Boncyk it was his first ever double moto win.

The 250cc Intermediate class was a runaway for Dave Rogers aboard a Honda CR sponsored by Hayward Honda, Answer Racewear and Team U.S. Rogers and his only competitor, Manny Ornellas, ran with the Junior class. At the start of the motos it was an inspired Jason Warren that grabbed the holeshot. It took Rogers more than two laps to reel in Warren. Late in the moto it was Sam Weber who also figured out how to get by Warren.

In the second moto it was much the same; Rogers took just a bit more than two laps to get by leader Warren but this time Warren kept Weber behind him and by virtue of a 2-1 evening he took the Junior overall. Rogers had two double moto wins to cop an uncontested overall in the Intermediate class.

Results

80 BEG: 1. James Ptarcinski (Yam); 2. Mark Gilbert (Yam); 3. Doug Asbe (Hon); 4. Albert Iniguez (Kaw); 5. Todd Hewitt (Hon).

80 JR: 1. Scott Shade (Yam); 2. Norman Winter (Hon).

125 BEG: 1. Steven Boncyk (Hon); 2. Duane Anderson (Hon); 3. Chris Pedrini (Hon); 4. Jeremy Williams (Hon); 5. Shannon Fry (Suz).

125 JR: 1. Scott Mallory (Hon); 2. James Perry (Hon); 3. Ricky Solano (Hon); 4. Tyler Hummel (Suz)); 5. Chris Stille (Hon).

250 BEG: 1. Todd Bullunger (Kaw); 2. Matt Phipps (Hon); 3. Sean Large (Yam); 4. Keith Cattaneo (Kaw); 5. Mike Calderon (Kaw).

250 JR: 1. Jason Warren (Hon); 2. Sam Weber (Kaw); 3. Chris Stille (Hon); 4. Bill Bloomfield (Hon); 5. Tom Wetzel (Yam).

250 INT: 1. Dave Rogers (Hon); 2. Manny Ornellas (Yam).

OPEN BEG: 1. Mark Fitzsimmons (Hon); 2. Cliff Hunter (Hon); 3. Dan Lawson (Hon); 4. Scott Wright (Yam); 5. Jim Wiscarson (Hon).

OPEN JR: 1. Sean Hummel (Kaw); 2. Bill Bloomfield (Hon); 3. David Dyc (Yam).

VET: 1. Duane Hughes (Hon); 2. Gary Remmen (Yam); 3. Dave Kopels (Kaw); 4. R. Tomlinson (Hon).

Lewis wins Antique Field Meet

By Leo Levis

ROSEBUD, MO, OCT. 24

The St. Louis Chapter AMC ends its vintage motorcycling season each year with a field meet. This year's event consisted of five separate contests. The first was a dart game where the competitor was given three darts to throw at a dart board from his moving motorcycle but they were only allowed to make one pass which meant you had to throw the three darts at one time. The competitor's score was the score on the dart board and Carole Backenkamp got the winning score aboard a 1956 Cushman.

The second event was a coasting contest where the riders were required to kill their engines before crossing the first line and were scored at how close they could come to the second line, without crossing it, without the use of brakes. Emmet West came closest aboard a 1948 Indian.

More of a summer than an autumn event was seeing how far a competitor could ride with a cup of water balanced on his head, and Jerry Hawk won on his 1953 Zundapp.

When the awards were announced the overall best performance trophy went to 1942 Harley-Davidson rider Larry Lewis who had not won a single contest, but proved a consistent placing will win the day. •

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Pro Entry	$30.00	Sign up	7:00 am
Amateur	$15.00	Practice	8:00 am
NO ATV'S		1stRace	9:00 am

Saturday Nite, Nov. 21st
Sport Promotion Presents
FREE LIVE DANCE BAND
9:00 p.m. - 11:00 p.m.

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$250 Single Elimination
6:00 pm to 9:00 pm
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1987 CZ WORLD CHAMPIONSHIP

— PLUS —

Round 5

C.V.R.G. Historic MX Challenge

DeAnza Cycle Park, Sunnymead, CA
Sunday, Nov. 15, 1987

- CZ World Championship is open to any CZ motorcycle 1976 & older. Separate classes for Juniors, Intermediates and Expert riders.
- Vintage MX races are open to any bike built in 1974 or earlier. Dust off the old Bultaco, Penton, Hodaka, TM, RM, YZ, KX or CR. C.V.R.G. Rules apply.
- Regular Sunday races for modern bikes also. Just like a normal Sunday SMX race. Long motos and pro payback.
- Practice at 8 a.m., first race at 9a.m. Special track preparation and plenty of water.

Race Info: Rick Nabers (714) 640-7117 (714) 662-7337 **CZ Club** (714) 662-7377

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NOV. 20 & 21 • 8 P.M.
TUCSON COMMUNITY CENTER
TUCSON, ARIZ.

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- Hotel Info: (602) 624-8151
- I.C.E. Race Info: (602) 299-0206

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Calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

AMA RK Chain Nat'l C'ship Enduro Series

11/8 Redding, CA
11/15 Chatsworth, NJ

AMA Regional Enduro C'ship Series

Western Region

12/6 Lucerne Valley, CA

Wiseco AMA/AATVA Grand Nat'l Cross Country Series

11/8 Mt. Morris, PA

ADRA C'ship Series

12/5 Sonora, Mexico

AMA Nat'l Hare & Hound Series

11/15 Reno, NV

Dragbike! National C'ship Series

11/21-22 Gainesville, FL

IDBA National C'ship Series

11/14-15 Baton Rouge, LA

SCORE Int'l Off-Road Series

11/6-8 Baja 1000 Ensenada, Mexico
12/11-13 San Felipe 250 San Felipe, Mexico
1/29-31/88 Parker 400 Parker, AZ
4/1-3/88 Great Mojave 250 Lucerne Valley, CA
6/3-5/88 Baja Internacional Ensenada, Baja, Mexico
8/19-21/88 Off Road World C'ship TBA
11/3-6/88 Baja 1000 Ensenada, Baja, Mexico
12/9-11/88 San Felipe 250 San Felipe, Baja, Mexico

AFM Road Race Series

11/14-15 Willow Springs, CA

WERA Nat'l Endurance Road Race Series

11/6 Braselton GA

ARRA/Kawasaki/Racer's Supply California RR Series

12/6-7 Willow Springs, CA
12/26-27 Riverside, CA

NETRA C'ship Enduro Series

12/6 Marlborough, CT

NETRA C'ship Hare Scrambles Series

11/8 Canterbury, CT

Black Jack Enduro Series

11/8 Chadwick, MO
11/22 Tulsa, OK

ECEA C'ship Enduro Series

11/8 Warren Grove, NJ
11/15 Chatsworth, NJ

PRRO Road Race Series

12/12-13 Phoenix, AZ

NESC C'ship MX Series

11/8 Middleboro, MA
11/15 Middleboro, MA

VA C'ship Hare Scrambles Series

11/8 Surry, VA

SERA C'ship Series

11/15 Gulfport, MS

SETRA C'ship Hare Scrambles Series

11/29 Lenoir, NC
12/6 Winnsboro, SC
12/13 Abbeville, SC
1/17/88 TBA
2/7/88 Maxey, GA
4/3/88 Sumter, SC
5/1/88 Abbeville, SC

SETRA C'ship Enduro Series

1/3/88 Lenoir, NC
1/31/88 Sumter, SC
2/14/88 Greenville, SC
2/21/88 Cochran, GA
2/28/88 Pelion, SC
3/6/88 Palatka, FL
3/13/88 Athens, GA
3/27/88 Abbeville, SC
4/10/88 Bristol, VA
4/24/88 Lawrenceburg, TN
5/8/88 Charleston, SC

NOVEMBER

S	M	T	W	T	F	S
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

DECEMBER

S	M	T	W	T	F	S
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

• Denotes Pro Payback

November 6

CALIFORNIA VINTAGE MX
• CMC. Ascot Park, Gardena. Info 714/261-6116 or 897-8265.
MICHIGAN MOTOCROSS
• MRA. Milan Excitement City, Milan. Info 517/522-4380.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

November 6-8

MEXICO DESERT RACE
• SCORE C'ship Series. Baja 1000. Ensenada, Baja California. Info 818/889-9216.

November 7

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
• SMX. Discount Coupon Day. Perris Raceway, Perris. Info 714/582-3482.
CALIFORNIA MOTOCROSS
AMA/D-36. Dirt Devils. Lakeport Speedway, Lakeport. Info 707/274-8210.
CALIFORNIA SHORT TRACK
• R & D Ent. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
DELAWARE MOTOCROSS
• Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA&Chattanooga, TN. Info 404/259-5092.
MICHIGAN MOTOCROSS
MRA. Hillsdale Green Acres, Hillsdale. Info 517/357-4456.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/625-9987 or 791-8970.
WASHINGTON MOTOCROSS
CMC. Thurston County ORV Sports Park, McCleary. Info 206/435-9782.

November 7-8

CALIFORNIA SAND DRAGS
USA. Don Brown Racing. Glen Helen OHV Park, San Bernardino. Info 714/880-1733 or 381-4454.

November 8

ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
CALIFORNIA MOTOCROSS
• SMX. Perris Raceway, Perris. Info 714/582-3482.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA MOTOCROSS
• CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA HARE & HOUND
AMA/D-37/So Cal MC. Teagle Wash, S.E. of Ridgecrest. Info 818/882-8743.
CALIFORNIA HARE SCRAMBLES
AMA/D-36. Blue Mountain Timber Wolves MC. Schaads Resort, Wilseyville. Info 209/736-4387.
CALIFORNIA MOTOCROSS
• CMC. Sandhill Ranch, Brentwood. Info 634-3328.
CALIFORNIA TRIAL
Le Perris Trial. So. Calif. Trials Assn. Perris Raceway, Perris. Info 714/777-2070 or 213/316-4711.
CALIFORNIA MINI ROAD RACE
SMX. YSR50 R.R. Ascot Park, Gardena. Info 714/582-3360.
COLORADO TRIAL
Club Trial. Grand Junction. Info 303/243-6753.
FLORIDA MOTOCROSS
• Florida Gold Cup Series. Diamond-

back Raceway, Cocoa. Info 813/822-8929.
FLORIDA MOTOCROSS
Snow Bird Series/FMC Winter Warm Up. MX of Marion County, Reddick. Info 904/591-2050 or 291-2377.
GEORGIA MOTOCROSS
Fall/Winter Series. Riverside MX, Calhoun. Info 404/625-5748.
MICHIGAN MOTOCROSS
MRA. Irish Hills Moto Park, Clinton. Info 517/522-4380.
NEVADA MOTOCROSS
● NV State C'ship. Las Vegas Int'l Raceway, Las Vegas. Info 702/564-2677.
NEW JERSEY ENDURO
ECEA C'ship Series. Stump Jumper Enduro. Motorcycle Competition, Inc. Warren Grove. Info 609/829-7311.
NEW YORK MOTOCROSS
● AMA. Walden Playboy MC, Wallkill. Info 914/883-7094.
NORTH CAROLINA MOTOCROSS
Wilkes Co. MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
● S.E. MX Assn. Montrose MX, Raeford. Info 919/875-3805.
NORTH CAROLINA MOTOCROSS
Beechnut Park, Mt. Airy. Info 919/786-5343 or 320-3342.
OHIO HARE SCRAMBLE
Broken Spokes MC Clubgrounds, New Philadelphia. Info 216/339-2271 or 339-3962.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Tulsa/ Bixby. Info 918/428-1237.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Flying Dutchmen MC, Pine Grove. Info 717/345-6340 or 345-8918.
PENNSYLVANIA MOTOCROSS
AMA/D-5. Steel-City MX, Delmont. Info 304/594-1157 or 412/468-4851.
PENNSYLVANIA CROSS COUNTRY
● Wiseco/AMA/AATVA Grand Nat'l Series. High Point Raceway, Mt. Morris. Info 304/594-1157.
TENNESSEE MOTOCROSS
● AMA. Muddy Creek MX, Blountville. Info 615/323-5497 or 323-8128.
TENNESSEE MOTOCROSS
● Putnam County Fairgrounds, Cookeville. Info 615/528-5724.
TENNESSEE MOTOCROSS
AMA. B & J MX, Clarksville. Info 502/522-6389 or 615/763-2393.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/478-3178 or 479-3470.
TEXAS MOTOCROSS
● AMA/TMC. Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
VIRGINIA HARE SCRAMBLES
VA C'ship Series. Tidewater 100. Tidewater Dirt Riders, Chesapeake. Info 804/488-6315 or 486-5490.

November 10

MICHIGAN MUD BOG
Down-N-Dirty Mud Bog. Dearborn Jaycees. Ford Field, Dearborn. Info 313/561-2505.

November 13

CALIFORNIA MOTOCROSS
● CMC. Ascot Park, Gardena. Info 714/261-6116.
MICHIGAN MOTOCROSS
● MRA. Milan Excitement City, Milan. Info 517/522-4380.
SOUTH CAROLINA SUPERCROSS
● Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

November 14

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
AMA/D-36. Dirt Devils. Lakeport Speedway, Lakeport. Info 707/274-8210.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
SMX. Perris Raceway, Perris. Info 714/582-3482.
DELAWARE MOTOCROSS
● Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA MX/SHORT TRACK
● Fall Series. Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
GEORGIA MOTOCROSS
Catoosa County MX, Ringgold. Info 404/861-3000.
INDIANA MX/ICE RACE
H. Cubed, Inc. Lake Eliza, Valpariso. Info 219/462-3267.
MICHIGAN MOTOCROSS
MRA. Hillsdale Green Acres, Hillsdale. Info 517/357-4456.

November 14-15

CALIFORNIA POKER RUN
Off Road P.R. Toys for Tots. Slash X Cafe, Barstow. Info 619/252-2169.
CALIFORNIA MOTOCROSS
5th Annual Kyle Fleming Memorial. Blythe Raceway, Blythe. Info 602/993-4954.
CALIFORNIA ROAD RACE
AFM South C'ship Series. Willow Springs. Info 213/864-0704.

November 15

ALABAMA MOTOCROSS
● Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ALABAMA MOTOCROSS
Fall Series. Ft. Mitchell Moto Park, Ft. Mitchell. Info 205/855-3510.
ALABAMA MOTOCROSS
Tri State Fall Series. Coletta Valley MX, Ashland. Info 205/354-4586.
ARKANSAS MOTOCROSS
● Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA MOTOCROSS
● CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA MOTOCROSS
SMX. CZ World C'ship - Vintage MX. CZ Club. DeAnza Cycle Park, Sunnymead. Info 415/829-6091 or 714/582-3482.
CALIFORNIA MINI MX
CMMC. Barona Oaks Raceway, Ramona. Info 619/347-3909.
CALIFORNIA MOTOCROSS
● CMC. Argyll Park, Dixon. Info 916/678-3592 or 678-9956.
CALIFORNIA ROAD RACE
CVRG C'ship Series. Willow Springs, Rosamond. Info 415/829-6091.
CALIFORNIA TRIALS
Observed trials. AMA/ATA/ Plonkers. Temecula/ Fallbrook Rock Ranch, Temecula. Info 213/696-3260.
CALIFORNIA ENDURO
9th Annual Horney Toad Enduro. Busheaters MC. Yuha Desert Area, near Plaster City. Info 571-5531 or 277-2743.
CALIFORNIA MOTOCROSS
● CMC. Traleys MX Park, Bakersfield. Info 805/835-0241 or 245-1318.
FLORIDA MOTOCROSS
S.E. C'ship Series. Hyman Myers Speedway Park, Tallahassee. Info 904/656-2915.
FLORIDA MOTOCROSS
● Florida Gold Cup Series. Dade City Raceway, Dade City. Info 813/822-8929.
FLORIDA MOTOCROSS
FMC Winter Warm Up. Ocala MX, Ocala. Info 904/622-9400 or 867-1340.
FLORIDA MOTOCROSS
● Snow Bird Series. Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Catoosa County MX, Ringgold. Info 404/861-3000.
KENTUCKY MOTOCROSS
Greenbo MX, Argillite. Info 606/473-7590.
KENTUCKY MOTOCROSS
Pendleton Co. MC Park, Demossville. Info 606/472-3442.
KENTUCKY MOTOCROSS
AMA. B & J MX. Lakeland MX Track, Cadiz. Info 615/763-2393 or 502/522-6389.
MARYLAND HARE SCRAMBLE
AMA. Antietam MC, Hagerstown. Info 301/797-8686.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/357-4456.
NEVADA HARE & HOUND
AMA Nat'l C'ship Series. Western States Racing Assn. Reno. Info 702/322-8084 or 972-4907.
NEW JERSEY ENDURO
ECEA C'ship Series. Sandy Lane Enduro. Meteor MC, Chatsworth. Info 609/227-4573.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders MC. Harpersville. Info 607/723-2387 or 693-2634.
NORTH CAROLINA MOTOCROSS
Asbury MX Park, Westfield. Info 919/871-2050.
NORTH CAROLINA MOTOCROSS
Silver Creek Knob MX Park, Morganton. Info 704/584-2808.
NORTH CAROLINA MOTOCROSS
AMA. Devils Ridge Dist. Benefit Race, Sanford.
OHIO ENDURO
AMA/D-11 & 15. Treaty City MC, Greenville. Info 513/548-7197 or 968-4176.
OHIO HARE SCRAMBLE
CRA. Amherst Meadowlarks Clubgrounds, Amherst. Info 216/988-9100.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
OREGON SHORT TRACK
● SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
PENNSYLVANIA HARE SCRAMBLES/ MX
AMA/D-5. M & G Racing. Beaver Valley Raceway, Hookstown. Info 412/693-2880.
TENNESSEE MOTOCROSS
● Smoky Mountain MX, Pigeon Forge. Info 615/453-4622 or 453-8203.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/478-3178 or 479-3470.
TENNESSEE CROSS COUNTRY
Dallas Ricker Sports Center, between Kingsport & Greenville. Info 615/247-3847 or 323-5497.
TEXAS MOTOCROSS
● TMC Series. Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
VIRGINIA MOTOCROSS
SME Cycle Club, Dillwyn. Info 804/983-3332.
VIRGINIA HARE SCRAMBLE
Blue Ridge Cycle Club, Martinsville. Info 703/632-1161 or 632-7814.

November 20

CALIFORNIA MOTOCROSS
● CMC. Ascot Raceway Park, Gardena. Info 714/261-6116.
MICHIGAN MOTOCROSS
● MRA. Milan Excitement City, Milan. Info 517/522-4380.
SOUTH CAROLINA SUPERCROSS
● Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

November 20-21

ARIZONA ICE RACE
ICE. World Cup Ice Speedway C'ships. Tucson Community Center Arena, Tucson. Info 602/299-0206.

November 21

ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
ARKANSAS MOTOCROSS
● Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
SMX. White Bros. Vet Nat'l/ Women's Nat'l. Perris Raceway, Perris. Info 714/582-3482.
DELAWARE MOTOCROSS
● DE S.T. Assn. Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA SAND DRAGS
● Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
MICHIGAN MOTOCROSS
MRA. Hillsdale Green Acres, Hillsdale. Info 517/357-4456.
OHIO TRIALS
Observed Trials. Trials, Inc. South of Mantua. Info 216/327-2527.

November 22

ALABAMA MOTOCROSS
● Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA TRIALS
AMA. Sacramento Pits, Sacramento. Info 916/348-1629.
CALIFORNIA MINI ROAD RACE
SRE. Kern Kart Track, Bakersfield. Info 805/871-7055.
CALIFORNIA GRAND PRIX
● CRC. Wild Turkey GP. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
● DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA GRAND PRIX
SMX. Glen Helen OHV Park, San Bernardino. Info 714/582-3482 or 381-4454.
CALIFORNIA ENDURO
AMA/D-36. Polka Dots MC Family Enduro. Grizzly Flats, Sacramento. Info 916/386-2456.
CALIFORNIA MOTOCROSS
Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
Motocross Action/Pro Circuit Extravaganza. Perris Raceway, Perris. Info 714/658-6355.
FLORIDA MOTOCROSS
FMC Winter Warm Up/ Snow Bird Series. Ocala Raceway, Ocala. Info 904/622-9400 or 867-1340.
GEORGIA MOTOCROSS
Fall/Winter Series. Riverside MX, Calhoun. Info 404/625-5748.
INDIANA MOTOCROSS
H Cubed, Inc. Lake Eliza, Valpariso. Info 219/462-3267.
NEVADA ROAD RACE
● Las Vegas Int'l Raceway, Las Vegas. Info 702/564-2677.
NEVADA HARE SCRAMBLE
AMA/D-36. District Benefit. Fernley Lions Park, Fernley. Info 707/575-4740.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA SUPERCROSS
Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
NORTH CAROLINA MOTOCROSS
● S.E. MX Assn. Montrose MX, Raeford. Info 919/875-3805.

Donnie Hansen MOTOCROSS ACADEMY
HOLESHOT USA
CRC
MOTOCROSS SERIES
Sunday, Nov. 8 ★ Sunday, Nov. 15
L.A. County Raceway — Glen Helen
$4,500 Two Race Series
$1,500* Pro Purse Each Week 125 - 250 - 500
$1,500** Holeshot USA Product to series winners
Super Series** Trophies to all class winners
Plus $1,500 in Holeshot USA Products
* 15 Required to make class- Less than 15, 75% of mail entry
** 5 Required to make class
Sportsman: Mail - $20 Post - $25
Pros: Mail - $25 Post - $30
Mail Race Entry To: CALIFORNIA RACING CLUB 37045 Ran Dr. Palmdale, CA 93550
Phone (805) 272-8889

FAMILY RACING ASSN.
Proudly Presents Family Enduro
20% Trophies 8:00am Start
2-Loops - 70 Miles November 15, 1987
Saturday Benefit Poker Run for Jerry Russell
Fun-Easy Course 2:00 pm Start
Approximately 10 miles $5.00 Entry
Mail Entry $25.00
Post Entry 29.00
Non-Members add $8.00
Beginner $20.00
(one loop - no trophies)
★★ Drawing ★★ Honda Generator donatedby Lakewood Honda
Mail entries and 2 legal, self-addressed stamped envelopes to:
FAMILY RACING ASSN.
P.O. Box 1007, Yorba Linda, Ca 92686
(714) 666-0238
Contingencies by: I.C.O. Performance, PROGRESSIVE SUSPENSION, SCOTT USA, Richter Performance Systems
November Enduro RED MTN.
CRC ENDURO POINTS
Silencers Required Super Trophies!
Green Stickers Advised Super Finisher Pins!

Charge your Cycle News subscription with your Visa or MasterCard!!

43RD ANNUAL HARE & HOUND & TURKEY CHASE
15% TROPHIES B to V tune up!
FIGURE 8 COURSE
NOVEMBER 8, 1987 TEAGLE WASH / TRONA RD
★ RESCUE 3 STAT AMBULANCES ★
Stylin' Finisher Pins - Prizes - Trophy Presentation about 2 pm
9:00 am start for everybody! - Two Start Lines - Figure 8 Course
Beginner, Women Novice, Super Senior Novice go 1 exciting loop, Two for all others
Live . . . . . That's Right LIVE Turkey Chase with the Trophy Presentation Class Winners Invited to Participate.
Entry Fee $17.00 - Pie Plate $2.00 extra
Sign-up will be open Saturday 1:00 - 6:00pm Sunday 6:00 - 9:00am
In the Sign-up Area . . . For Sale . . . will be the best looking event t-shirts that you ever wrapped around your chest! All for the amazingly low price of six bucks.
Limed from Trona Rd and Hwy 395 Saturday Bomb Run practice from 1 to 5 pm
Information Contact Dan (818) 882-8743 or Art (referee) (818) 842-6502
$7
Green Sticker's and Spark Arrester's Required
Sorry - No ATV's
Please pick up your trash - Thanks
Sponsors: Answer Products, Duralube, Desert Racing Supply, Dick Allen Yamaha/Honda, Granada Yamaha, Grazinos, Instrumentation-Calibration&Certification, Kawasaki of Riverside, Newhall Kawasaki Racing, Tokiwa's International M.C.

THE MORE YOU LOOK THE MORE YOU LIKE!
Cycle News

DOUBLE CROSS RACING
Sun. Dec. 6
Glen Helen Gran Prix
INFO: (714) 371-6333

AFM ROAD RACING 1987
November 14-15 Willow Springs
600K & Sprint Races
13423 Stanstead Norwalk, CA 90650
(213) 864-0704
(415) 327-0908 North Chapter

SRA California Schedule
Nov. 22 - Glen Helen
(714) 828-1358

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Full Line Boyesen Reeds
Carburetor Parts Warehouse
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■ MX/HS/End/RR Accessories
■ Technical Help & Set Up
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1 (312) 495-2273
M.C.C.
1015 E. St. Charles Rd.
Lombard, IL 60148
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Good News!

Perris Raceway

Grand Re-Opening!

Perris has a new track builder, and he is working overtime to return Perris to its former glory.

So we want you all to come out and help us celebrate the good news!

Saturday, Oct. 31
Saturday, Nov. 7

Bring this Coupon!
$5 off one entry
Good only Oct. 31 or Nov. 7

Bring this Coupon!
$3 off one gate fee
Good only Oct. 31 or Nov. 7

Schedule of Events

October 31	Perris MX Re-Opening
November 1	De Anza Bel-Ray Day
November 7	Perris MX
November 8	Perris MX
November 14	Perris MX
November 15	De Anza CZ World Championship
November 21	Perris White Bros. Vet. Nationals
November 22	Glen Helen MX

For More Info
(714) 582-3482

SMX
Saddleback Moto-X

More Good News!

ASCOT PARK and YAMAHA'S YSR50

What a match! Good location, good motorcycle, good racing! Mini Roadracing is a blast!

Sunday, November 8

Even More Good News!

CZ World Championship and CVRG Vintage Event

It's our 8th Annual CZ World Championship and it has grown bigger every year!

De Anza November 15

Got an opinion?
Try Voices.

CALIFORNIA MINI ROAD RACING

SRE

★ Race on a real track instead of a parking lot!
★ L.A. vs. Bay Area vs. Central California
★ Stock - Modified Classes ★ All Brands!

SUNDAY OCT. 25 | **SUNDAY NOV. 22**

★ 30% Trophies! ★ Nov., Exp. & Womens classes!
★ TV Coverage! ★ Ages 12 & up!

Gates Open	9:00 am
Practice	10:00 am
Racing	11:00 am

Admission	$5.00
Entry Fee	$15.00
Membership	$20.00

SRE Info: (805) 871-7055
All classes will be decided by weight and skill levels.

Directions:

From L.A.: I-5 North to 99 North to Bakersfield. Exit Hwy 178 East to Haley exit. Go right on Haley to Panorama. Turn right to Hart Park turn off. Stay in right lane to go-kart track.

From Bay Area: 99 south to Bakersfield. Exit Hwy 178 east to Haley exit. Go right on Haley to Panorama. Turn right to Hart Park turn off. Stay in right lane to go-kart track.

OKLAHOMA MOTOCROSS
● Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/478-3178 or 479-3470.
TENNESSEE MOTOCROSS
● Putnam County Fairgrounds, Cookeville. Info 615/528-5724.
TENNESSEE CROSS COUNTRY
Bench Racers Series. Dallas Ricker Sports Center, between Kingsport & Greenville. Info 615/247-3847 or 323-5497.
TEXAS SUPERCROSS
South Forty MX, Crane. Info 915/558-3989.

November 24-28

FLORIDA TT SCRAMBLES/SX/MX
● WorldSports. 16th Annual Winter Nat'l Olympics. Gatorback Cycle Park, Gainesville. Info 813/822-8929.

November 27

CALIFORNIA MOTOCROSS
● CMC. Ascot Park, Gardena. Info 714/261-6116.
MICHIGAN MOTOCROSS
● MRA. Milan Excitement City, Milan. Info 517/522-4380.
SOUTH CAROLINA SUPERCROSS
● Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

November 28

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA VINTAGE MX
● CMC. Ascot Park, Gardena. Info 714/897-8265.
CALIFORNIA MOTOCROSS
SMX. Perris Raceway, Perris. Info 714/582-3482.
DELAWARE MOTOCROSS
● DE S.T. Assn. Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
FLORIDA SHORT TRACK/MX
● Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
GEORGIA MOTOCROSS
Catoosa County MX, Ringgold. Info 404/861-3000.
MICHIGAN MOTOCROSS
MRA. Hillsdale Green Acres, Hillsdale. Info 517/357-4456.
OREGON MOTOCROSS
● SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.

November 29

ALABAMA MOTOCROSS
● Gary's Warrior MX, Warrior. Info 2005/849-8069 or 647-5612.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
● Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA GRAND PRIX
SRA. Riverside Raceway, Riverside. Info 714/828-1358.
CALIFORNIA MOTOCROSS
● CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA MOTOCROSS
● CRC. Edwards Air Force Base, Edwards. Info 805/272-8889.
CALIFORNIA MOTOCROSS
● SMX MX & Top Gun. Glen Helen OHV Park, San Bernardino. Info 714/880-1733 or 381-4454.
CALIFORNIA MOTOCROSS
Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
SMX. DeAnza Cycle Park, Sunnymead. Info 714/582-3482.
DELAWARE HARE SCRAMBLE
Delaware Enduro Riders. Scotten Farm, Newark. Info 302/834-4411.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, W. Palm Beach. Info 305/793-3394 or 622-1400.
FLORIDA MOTOCROSS
● Florida Gold Cup Series. DeSoto Off-Road Raceway, Bradenton. Info 813/322-1939.
FLORIDA SCRAMBLES/MX
● Triathelon Series. Orange County Raceway, Orlando. Info 305/568-2271.
GEORGIA MOTOCROSS
FMC Winter Warm Up Series. South Georgia MX, Valdosta. Info 912/244-6050 or 242-6779.
INDIANA MOTOCROSS
H Cubed, Inc. Lake Eliza, Valpariso. Info 219/462-3267.
KENTUCKY HARE SCRAMBLE
Pendleton Co. MC Park, Demossville. Info 606/472-3442.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders MC. Beldon Hill, Harpersville. Info 607/723-2387 or 693-2634.
NORTH CAROLINA MOTOCROSS
Asbury MX Park, Westfield. Info 919/871-2050.
OREGON MOTOCROSS
● SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
OREGON MOTOCROSS
● Clark's Branch Cycle Club, Roseburg. Info 503/673-1671 or 672-4179.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/478-3178 or 479-3470.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
● TMC. Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.

December 4

CALIFORNIA MOTOCROSS
● CMC. Ascot Raceway Park, Gardena. Info 714/261-6116.
OREGON SHORT TRACK
● SOMA. Jackson County Expo, Compton Arean, Central Point. Info 503/476-2288.
SOUTH CAROLINA SUPERCROSS
● Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

December 5

ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
DELAWARE MOTOCROSS
● Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
GEORGIA MOTOCROSS
Southern Supercross, between Dalton, GA & Chattanooga, TN. Info 404/259-5092.
MEXICO HARE & HOUND
● ADRA Series. Sonoita to Rocky Point. Sonora. Info 602/252-1900.

December 6

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
● Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
CALIFORNIA TRIALS
ATA/AMA Observed trials. 18th Annual El Trial de Espana. La Cresta, San Diego. Info 213/696-3260.
CALIFORNIA MOTOCROSS
● CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA MINI MX
CMMC. Barona Oaks Raceway, Ramona. Info 619/347-3909.
CALIFORNIA ENDURO
AMA Regional C'ship. Calif. Enduro Assn. Lucerne Valley. Info 818/448-8351.
CALIFORNIA MOTOCROSS
Sandhill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA GRAND PRIX
DCR. Glen Helen OHV Park, San Bernardino. Info 714/371-6333 or 381-4454.
FLORIDA MOTOCROSS
FL MX Snowbird Series. Hyman Myers Speedway Park, Tallahassee. Info 904/656-2915.
GEORGIA MOTOCROSS
Catoosa County MX, Ringgold. Info 404/861-3000.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
INDIANA ICE RACE/MX
H Cubed, Inc. Lake Eliza, Valpariso. Info 219/462-3267.
NEVADA GRAND PRIX
● Las Vegas Int'l Raceway, Las Vegas. Info 702/564-2677.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLE
KTM America/CRA. Amherst Meadowlarks Clubgrounds, Amherst. Info 216/988-9100.

AMA District 37 Calendar
Southern California

For Competition Cards & Schedule Call
Art More (818) 707-3736

NOVEMBER 8
So Cal H & H
H & H
CONTACT: Tank Underwood
PHONE: (818) 362-8607
LOCATION: Teagle Wash, lime from 395 & Trona Rd., Red Mountain

DECEMBER 13
Dirt Diggers M/C
Hare Scrambles
FREMONT VALLEY
LOCATION: Lime from Highway 14 Randsurg Rd.
PHONE: (714) 895-2030

National AMA
Membership Information
1 (800) AMA-JOIN
Call between 6 a.m. - 2. p.m. California Time

Cure those blues-read Cycle News

PANAMA HARE SCRAMBLES
NOVEMBER 15
Panama, Illinois
Pro H/S & All Regular Classes
Race Starts at 12 Noon
Info: (217) 999-2076
On Panama Rd. off IL Rt. 127

520 New 70-75/T-6 Aluminum Alloy SPROCKETS
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S&S Sprockets — **803/895-2895**
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P.O. BOX 46
NORWALK, CA 90650
(213) 868-8112

CMC **Race With The Best**
NOVEMBER 15, 1987
Sunrise Valley Park, MX
CA (714) 261-6116

FREE CALENDAR LISTING

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) for more information: _____

Your name: _____

RESULTS

Motocross
Fifth Round
Secession MX
Nite Series
Anderson, SC
Oct. 3
By Craig Johnson

P/W
Phil Hayes Kaw
Justin Broch Kaw
Patrick Brown Kaw
JR MINI
Phil Hayes Hon
Chad Kimbrell Suz
SR MINI
Steve Burdette Kaw
Jonsie Alexander Kaw
Lynny Samonsky Hon
125 NOV
Paul Dalton Kaw
Gary Dalton Hon
Jamey McCullum Suz
Johnny Anderson Hon
Lance Edwards Hon
250 NOV
Travis Bell Suz
Stephen Edwards Kaw
John Warren Hon
Sterling Moss Hon
SR
Ricky Lamb Hon
Jamey McCullum Suz
Freddie Denton Hon
125 INT
Craig Johnson Yam
250 INT
Marc Cleveland Hon
Steve Addington Kaw
Ken Tedards Kaw
250 PRO
Kirk Johnson Suz
Todd Ulmer Kaw
Gary Brantley Hon

Motocross
NESC
Greenfield, MA
Oct. 11

125 NOV
William Dugay Hon
Dan Henderson Hon
Brian Wheeler Hon
Eric Howe Suz
Brad Quinlan Suz
250 NOV
Gus Bohne
K. McGonagle Hon
Joe Jay Hon
Tim Kane Yam
Bill Murch
OPEN NOV
Tim Kane Yam
Ken Niles Hon
John Dadourian
Mike Colarusso Jr
John Becker Hon
125 AM
T. J. Watkinson Hon
Jim Northup Jr Kaw
Jim Johnson Hon
Eric Pearson
Paul Majcher Hon
250/OPEN AM
Bill Lacourse Kaw
Steve Griff Suz
John Majcher Yam
Don Kelleter Yam
Craig Seekiins Suz
250/OPEN EX
John Dowd Kaw
David Rudnicki Suz
Wemyss Scott Yam
Joe Mikalson Hon
Armand Rodrique Hon
VETS
Wemyss Scott Yam
David Clemence Hon
John Hall Hon
Jim Pare Kaw
Bob Girard Yam
S/VETS
Dennis Makowski Hon
David Faugno Hon
John Barone Sr. Hon
John Linnens Suz
Peter Olson Hon
85 BEG
Anthony Lawrence Kaw
Randy Freehill Hon
Paul Matkowsky Kaw
Seth Rowley Kaw
Luc Befgeron Yam
85 JR
Scott Cartr Kaw
Chris Anzelmo Kaw
Todd Campopiano Hon
Dan Boone Jr. Kaw
Kevin McLellan Yam
85 SR
MINI SR BEG
Fabio Strozzi Kaw
Luis Armendarez
Pedro Quintanilla Kaw
Richard Ramirez Kaw

Short Track
Mathias ST
N. Philadelphia, OH
Sept. 20
By Joe McLaughlin

250
Tom Hodges
Robe Hodges
500 OPEN
Todd Conant
Dave Cook
Robert Smith

Short Track
Electric City
Riders MC
Schenectady, NY
Oct. 18
By L. Dogostino

MINI
Jarvis Hoag Hon
Kristin Edwards Yam
Tracy Edwards Yam
125 NOV
Robert Gette Hon
David Bellows Hon
Joseph Glasby Hon
125 EX
Bill Newkirk Hon
Bob Weiss Hon
Jeff Earl Yam
Shayne Steinauer Kaw
250 NOV
Richard Edwards Suz
Keith McCaffery Hon
Robert Gette Hon
Jeff West Yam
David Gamble Kaw
250 EX
Jason Fletcher Hon
Bob Weiss Hon
Kenny Dahlin Hon
Jeff Earl Yam
OPEN NOV
Robert Nelson Hon
Chris Wnuk Hon
Michael Green Yam
SR
Jeff West Yam
Michael Saglimbeni Yam
OPEN EX
Bill Newkirk Hon
Jason Fletcher Rot
Shayne Steinauer Yam

Road Racing
Calif. Vintage Racing
Group C'ship Series
Round 10
Sonoma, CA
Oct. 11

Craig McLean Mch
Dan Phillips BSA
James Banke BSA
S. Obermuller Duc
Michael Green Duc

Motocross
South forty MX
Crane, TX
Oct. 25
By Margaret Rogers

OPEN BEG
Kenneth Taylor Kaw
Todd Adams Yam
Freddie Chandler Kaw
OVER 30
David Folmer Yam
Billy Sandell Yam
Scott Dennis
Kevin Reddick
OPEN INT
Randy Ferguson
Gary Christensen Hon
Kevin Reddick
Scott Grissman
80 NOV
Freddie Chandler Kaw
Matt Spencer Kaw
Ryan Morris Yam
Larry Lowery
80 INT
Steven Sawyer Kaw
Derrick Rosser Kaw
Brian Hillman Hon
80 EX
Shay Manney Hon
Kevin Foster Yam
Mark Shadburn
250 INT
Wayne Daniell Kaw
Mike Andreatta Yam
Jeff Foreman Kaw
Lee Summers Hon
EX CLASS COMB
Brian McGary Yam
Joe Billeiter Kaw
Shannon Cook Kaw
DeWayne Bennett Yam
Brian Bibby Suz
Jody Huggins
Mike Andreaha
125 INT
Brent Dryer Yam
Aaron Davis Kaw
Russell Caton
250 NOV
Brian Jessups Kaw
Guy Pearce Suz
Curtis Keith
Vince Ogle
125 NOV
Feddie Veteo Kaw
Bradley Ives Kaw
Doug Glen Kaw
Corey Westbrook Kaw
Dave Adams Yam
MINI BEG
Matt Spencer Kaw
Gary Christensen Hon
Cody Ellis
60 INT
Steven Sawyer Kaw
OUT LAW CLASS
Lee Summers Kaw
Jeff Foreman Kaw

Motocross
Lakeland MX
Cadiz, KY
Oct. 17
By D. Moneymaker

60
Jordan Moneymaker Kaw
Nick Rowland Hon
Cale Swiger Kaw
80 SR
Clay Wells Kaw
Jay Brasfield Hon
Kevin Hill Yam
Jordan Moneymaker Suz
Todd Stults Kaw
105
Clay Wells Kaw
Eddie Smiley Kaw
Jay Brasfield Hon
Brian Ledford Hon
125 BEG
Corey Ballard Yam
Jimmy Swartout Hon
Micky Cobb Kaw
Ricky Doores Yam
Rick Castleberry Hon
125 C
Kevin Campbell Hon
Kevin Shemwell Hon
Michael Dowdy Yam
Chad Bolding Hon
Jeff Jones Suz
125 B
Wally Dietrick Kaw
Larry Smith Hon
Greg Leach Suz
Benny Cowon Kaw
125 A
Bobby Terrell Hon
250 C
Danny Ledford Hon
Steve Buntin Yam
Nathan Kennedy Hon
Sam Buntin Kaw
Kevin Campbell Yam
250 B
Darin Oberchain Kaw
Rocky Montoya Jr. Hon
Larry Smith Hon
250 A
Bobby Terrell Hon
Toby Harris Hon
500 B
Jeff Steinrock Hon
Wally Dietrick Kaw
SR MEN
Jeff Steinrock Hon
Danny Ledford Hon
ENDR
John Means Kaw
Lewis Wedd Kaw
Jimmy Grubb Kaw

Motocross
CMC 1987 Trans-Cal
Series Final Standing
Sept. 18
By Ken Faught

60 0-8
Jerry Harvey Kaw
David Keeney Kaw
60 9-11
Mike Metzger Kaw
Casey Johnson Kaw
Jeff Willoh Kaw
Steve Hengeveld Kaw
Eric Schnell Kaw
80 BEG
Billy Felts Kaw
Greg Schnell Kaw
Kevin Crippen Kaw
Peter Urfer Hon
Brian Gouveia Yam
80 JR 9-11
Casey Johnson Kaw
Michael Brandes Kaw
Timothy Keeney Hon
Jeff Willoh Kaw
Steve Hengeveld Kaw
80 JR 12-16
Jason Kawell Kaw
Chris McCallie Yam
Marc Bunch Suz
Ramon Noriega Suz
Travis Musselman Yam
80 INT 9-11
Mike Metzger Suz
80 INT 12-16
Trevor Meagher Yam
Jeff Grafton Yam
Spud Walters Hon
Derek Natvig Kaw
Brett Comer Yam
125 BEG
Randy Ritchie Kaw
Donny Tillery Kaw
Todd Smith Yam
Mike Finch Kaw
Damon Kemp Hon
125 JR
Todd Starks Yam
Trevor Meagher Yam
Scott Schroeder Kaw
Richy Lutz Kaw
Todd Nelson Suz
125 INT
Steve Lamson Yam
Phil Lawrence Yam
Erick Hilton Yam
Ryan Hughes Yam
Kerry Mulligan Hon
250 BEG
Rich Quick Hon
Guy Comer Hon
Kenny Madden Kaw
Rich Banlowe Kaw
Doug Johnson Kaw
250 JR
Sloan Cooper Yam
Eric Bush Suz
Jeff Bublavi Hon
Brett Yahne Yam
Kurt Metcalf Yam
250 INT
Steve Lamson Yam
Kerry Mulligan Hon
Jim Kuntz Suz
Pat Bennett Kaw
Tim Whitlock Hon
500 BEG
Mark Alvarez Hon
Shannon Humphreys Hon
Michael Carr Hon
Ken Kadlubowski Hon
John Lea Hon
500 JR
Scott McCoy Hon
Niclas Granlund Kaw
Brad Townsend Hon
Chuck Bagwell Hon
Jason Williams Hon
500 INT
Tim Whitlock Hon
Jamie Morabito Yam
Phil Douglas Yam
Robert Lovas Kaw
David Baghwell Hon
VET JR
Marlon Folden Yam
Rex White Kaw
Mike Ronk Hon
Mike Rochester Hon
Charlie Martin Hon
VET INT
Kelly Myers Hon
Gary Jahne Kaw
Brad Sloan Hon
Mark Arthur Hon
Gary Selby Kaw
VET MSTR
Phil Douglas Yam
Russ Daley Kaw
Duane Hughes Hon
Bob Tippit Kaw
Jerry Caton Hon
OT JR
Cary Doggett Kaw
John Cipollina Kaw
OT INT
Wayne O'Bleness Hon
OT MSTR
Don Swearingen Hon

Motocross
Laredo, TX
Oct. 11
By Warren Domke

125 NOV
Jerry Norwood Kaw
Chad Christian Yam
Fabio Bellegia Kaw
Chris Ryan Kaw
250 EX
C. Scott Chesser Yam
Eduardo Lopez Yam
Clay Hoenschell Kaw
Lorne Burton Hon
Ron Dunfee Hon
125 BEG
Rocky French Cag
Rodrigo Oviedo Hon
Jose Luis Guerra Yam
Roberto Quintanilla Yam
Jimmy Little Suz
250 BEG
Randy Harris Kaw
Juan Canton Hon
Joe Blanco Hon
Curtis Drobina Hon
250 NOV
Rowdy Curton Hon
Allen Zuehl
Gabriel Guajardo Kaw
Kirk Clovis Hon
Rob Talbott Yam
MINI SR
Steve Olson Yam
Rowdy Flanagan Kaw
James Mitchell Kaw
Rosendo Gonzalez Kaw
Trey McCarty Yam
J. R. Nadeau Kaw
Tony Lorusso Yam
Randy Dow Kaw

Motocross
Gary's Warrior MX
Warrior, AL
Oct. 17
By Gary Ross

JR CYCLE
Steven Parish Kaw
Shane Posey Kaw
JR MINI
Steven Parrish Kaw
Shane Posey Kaw
Chad Armstrong Hon
SR MINI
Brandon Smith Kaw
Heath Daniel Kaw
125 C
Scott Wade Hon
Steve Courington Kaw
David Armstrong Yam
Jimmy Stovall Hon
Mike Guntharp Yam

AMA SANCTIONED
1987 4th Annual Florida GOLD CUP
Championship Trophies 5 Places Each Event
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Nov. 15 . . . . . Diamondback - Cocoa, Florida
Nov. 22 . . . . . Croom - Brooksville, Florida
Nov. 29 . . . . . DeSoto - Bradenton, Florida
Dec. 6 . . . . . Croom - Brooksville, Florida

GOLD CUP CLASSES
65cc (7-11) Plus 25 Open
85cc (7-12) Seniors
85cc (13-15) 3 Wheel 0-200
125 A,B,C 3 Wheel 201-Open
250/500 Expert 4 Wheel Expert
250 B,C 4 Wheel Sportsman
Open Novice

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Gates Open. . . . . 7:00 a.m.
Registration . . . . . 7:30 a.m.
Practice . . . . . 9:00 a.m.

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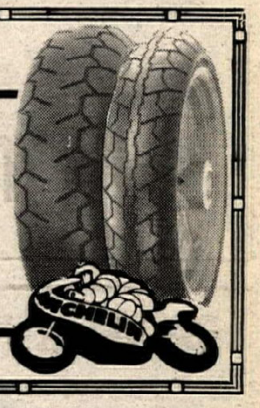

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Sun Nov. 15 MX Glen Helen
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Sun Nov. 22 G.P. LA County Raceway
Wild Turkey G.P.
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ATC–MICRO SPRINT–ODYSSEY

Thursday & Friday, December 17 & 18, 1987 At 8:00 P.M.

MOTORCYCLE SUPERCROSS 2–3–4 WHEEL

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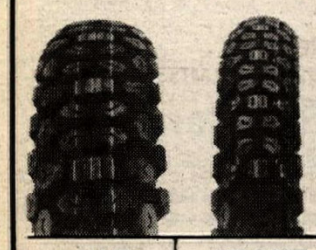

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Moto Guzzi importer is seeking an experienced motorcycle Technician capable of problem solving, preparation of service bulletins and dealer communications. Send resume to BENELLI/MOTO GUZZI N.A., Attn: Charles Esch, 1501 Caton Ave, Baltimore, MD 21227. (242-44)

Parts - Ft. Lauderdale, FL.
YAMAHA SOUTH-South Florida's largest Yamaha dealership needs professional Yamaha Parts Person. No Bozos! Must be able to take control of parts department. Call Robin (305) 565-3114. (243-46)

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Lead Technician needed for large volume Honda Kawasaki dealership in Ashville, N.C. $12 per billed hour plus benefits for right person with a minimum of 5 years experience. Low cost of living index with great street and trail riding. Contact Doug (704) 253-5646. (243-44)

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For Honda Yamaha dealership in Newhall. Call Dick at (805) 259-8460. (244-46)

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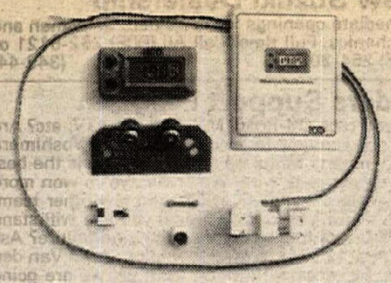

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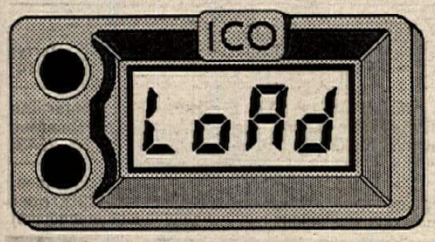

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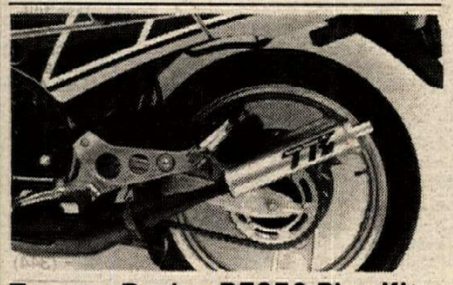

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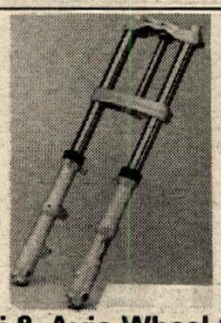

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Ceriani 40mm Endurance forks, sale $495; Ceriani 42mm Superbike forks, sale $475; Ceriani 40mm Superbike forks, sale $425; Ceriani 38mm Superbike forks, sale $395. Above prices are for forks only, clamps not included. Avio wheels: 275-18 front, $325; 400-18 rear, $350. Above wheels for GSXR and FZ750. Quanities limited. Sale ends Nov 15th. STORZ PERFORMANCE, Ventura, CA. (805) 654-8816. (243-45/P)

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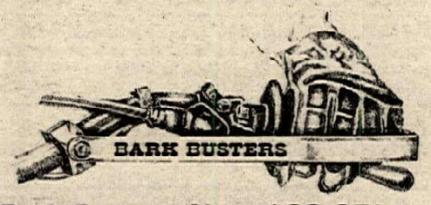

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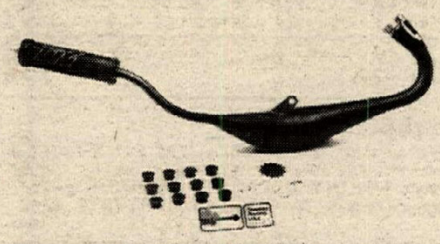

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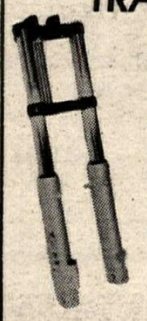

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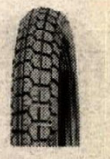

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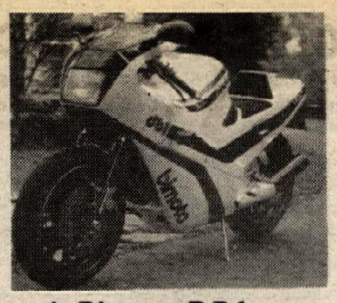

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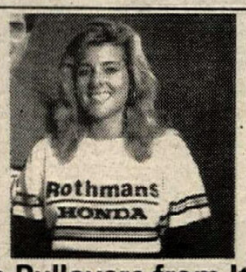

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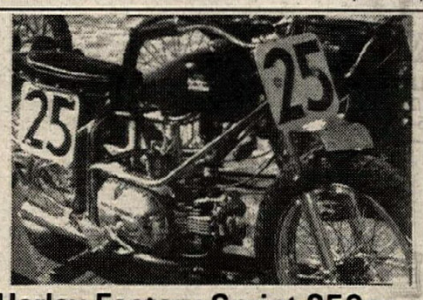

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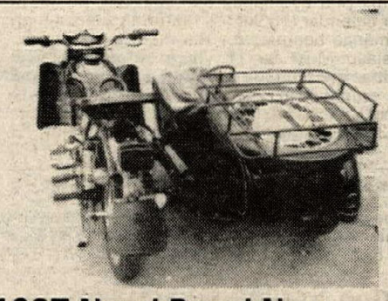

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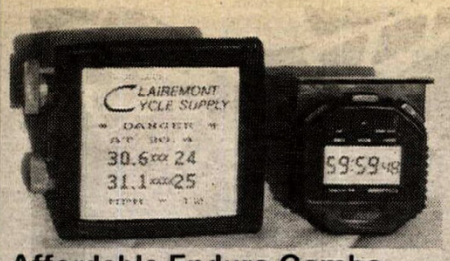

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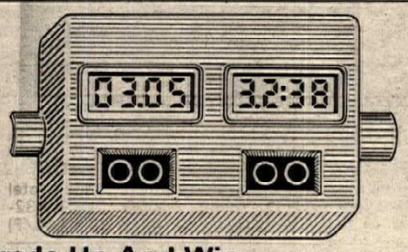

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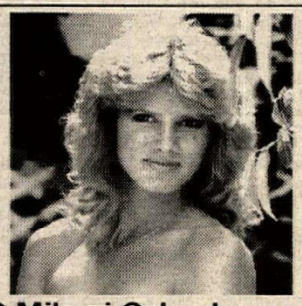

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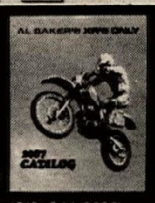

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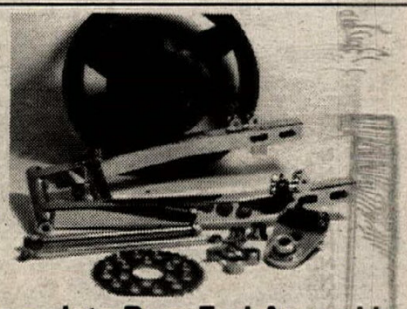

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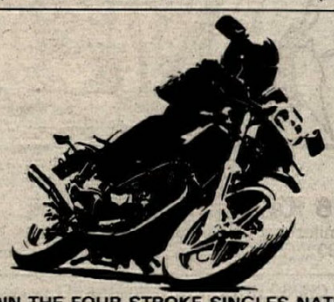

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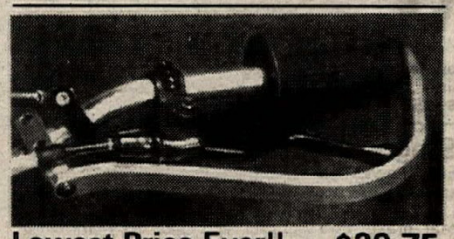

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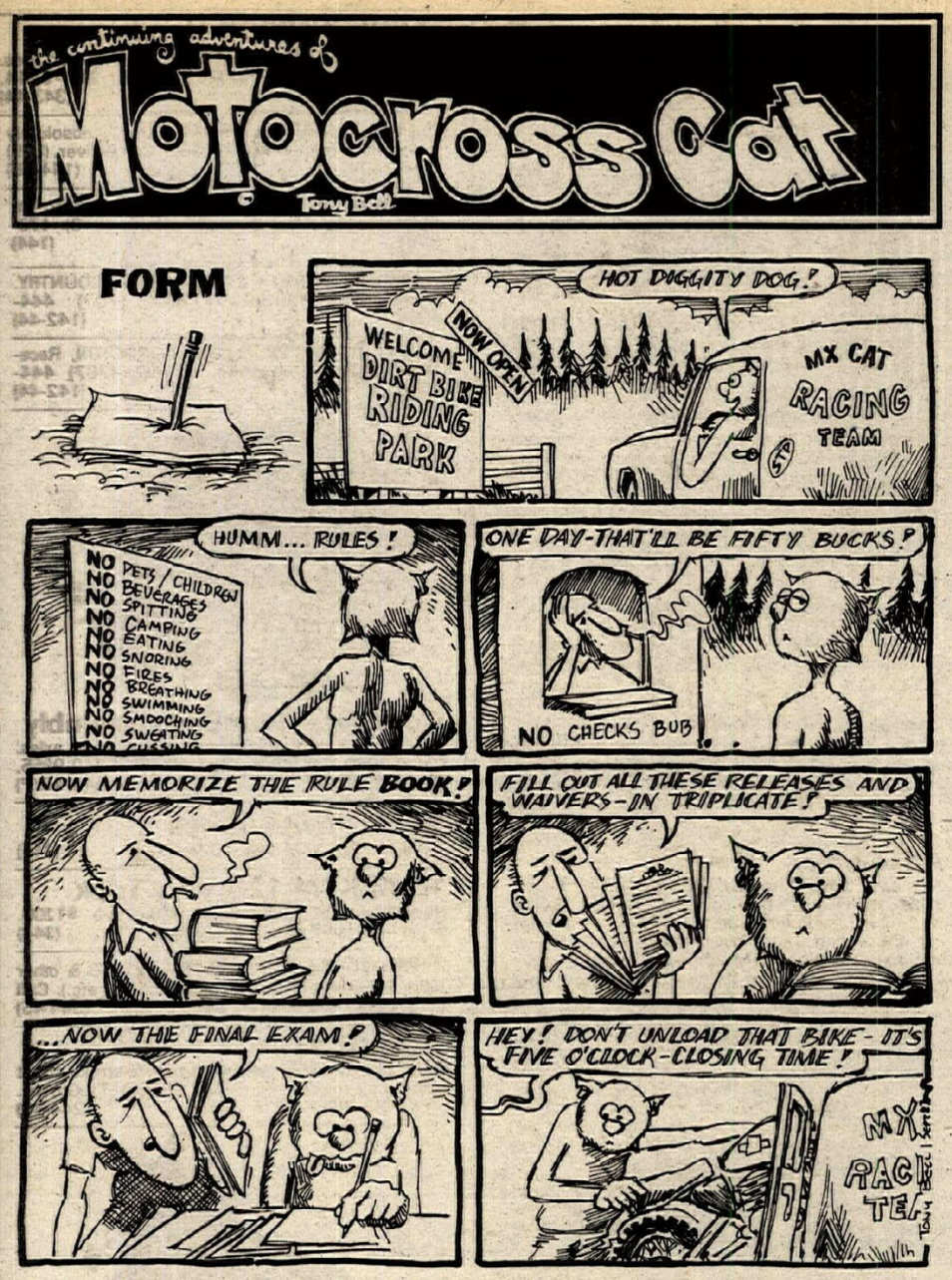

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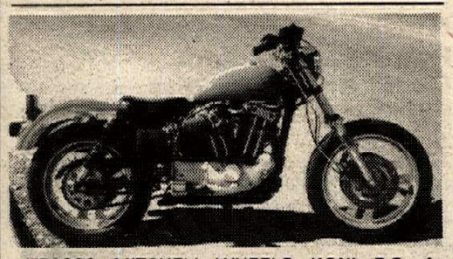

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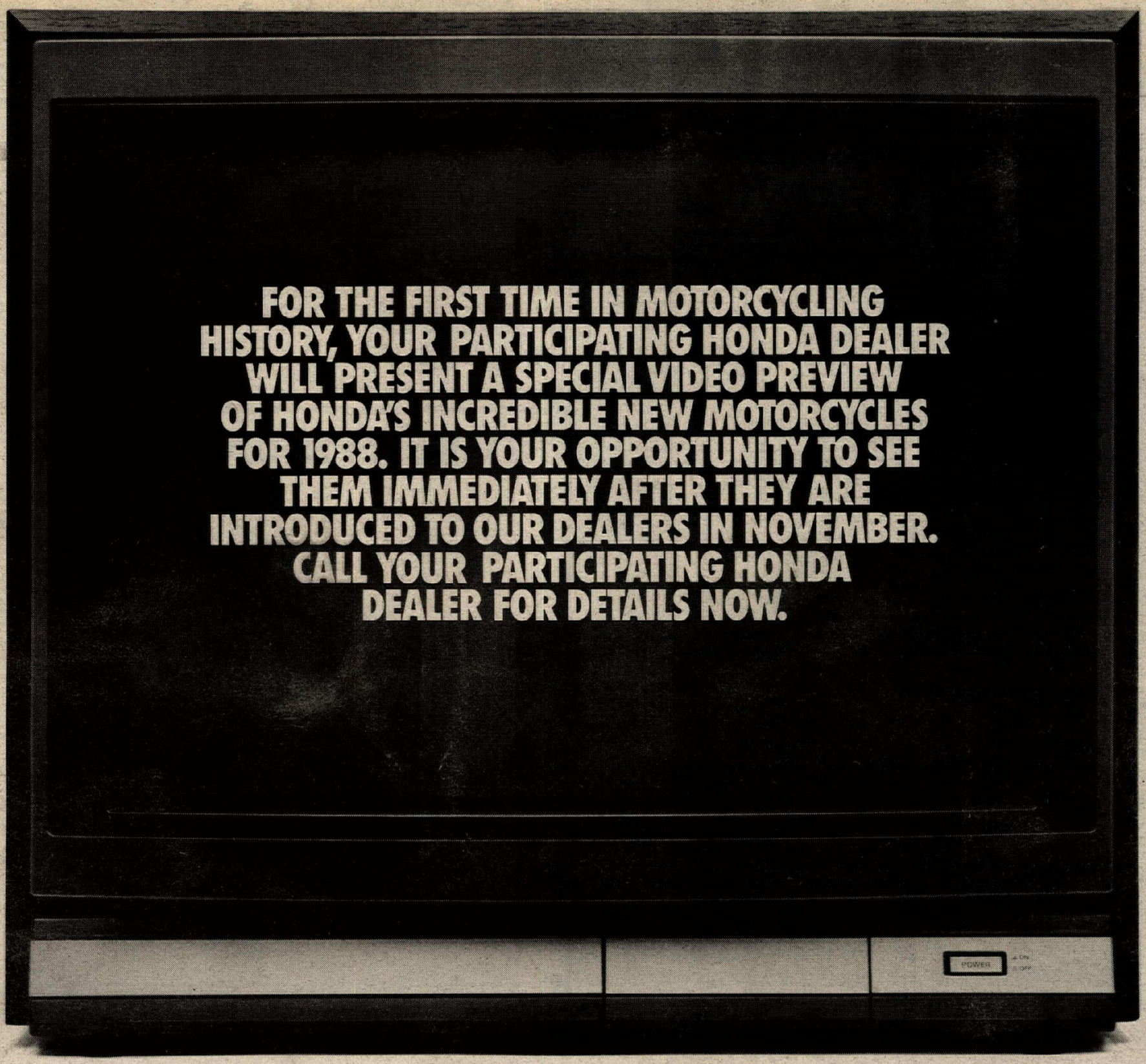
(Ca res. + 6% sales tax/Los Angeles Co. Res. + 6½% _____
Product Order Grand Total _____



HONDA SNEAK PREVIEW 1988 MOTORCYCLES

HONDA MOTORCYCLES

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